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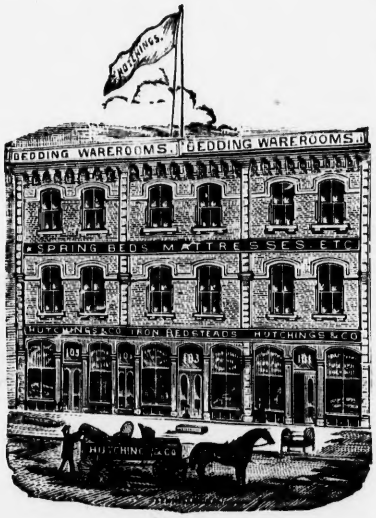

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THE PUBLISHER has great pleasure in placing before the public this *First Edition of McAlpine's "Illustrated" Tourist and Travellers' Guide of the Maritime Provinces.* The matter contained in this work has been arranged in such a systematic form as to render it very easy for those who peruse it. The fact that this has been a tremendous undertaking and the desire to have it published and ready for the supporters as soon as possible has occasioned a very great outlay of time and money, for any shortcomings, the publisher must appeal to his readers—In getting up this extensive work, the largest of its kind *ever produced in the Maritime Provinces*, the publisher determined from the start *to employ none but home industry in all the branches* that this work required—and he feels assured that the *general public* will appreciate *these home efforts.*

The publisher here acknowledges his indebtedness to all who have in any way forwarded the work. The publisher also expresses his thanks to one and all of the advertisers and subscribers who responded to make this edition a success.

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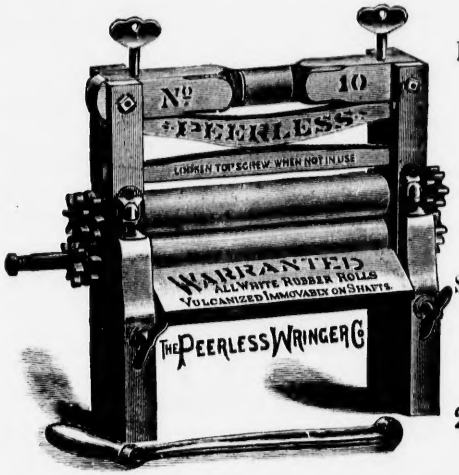

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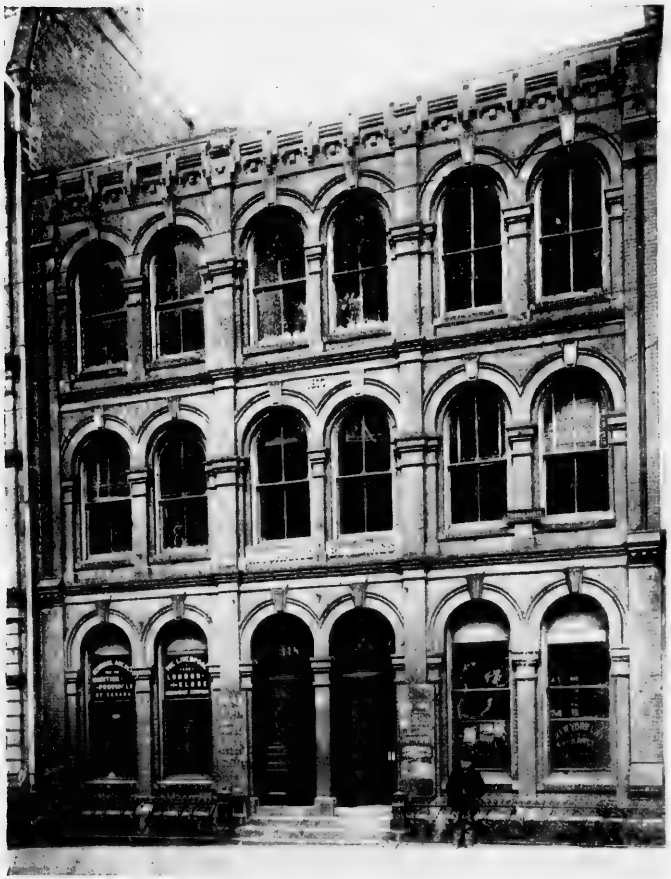

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Halifax was founded on the 21st June, 1749, by an expedition under the command of Hon. Edward Cornwallis, governor of Nova Scotia.

In the year 1748 the British Lords of Trade, incited by the people of Massachusetts, determined to found a city on the coast of Nova Scotia, partly in prospect of commercial advantages, and partly to keep the Acadians in check. Parliament voted £40,000 for this purpose; and on June 21, 1749, a fleet of thirteen transports and the sloop-of war "Sphinx" arrived in the designated harbor, bearing 2,376 colonists (of whom over 1,500 were men).

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D. H. DUNCAN, - Cashier.

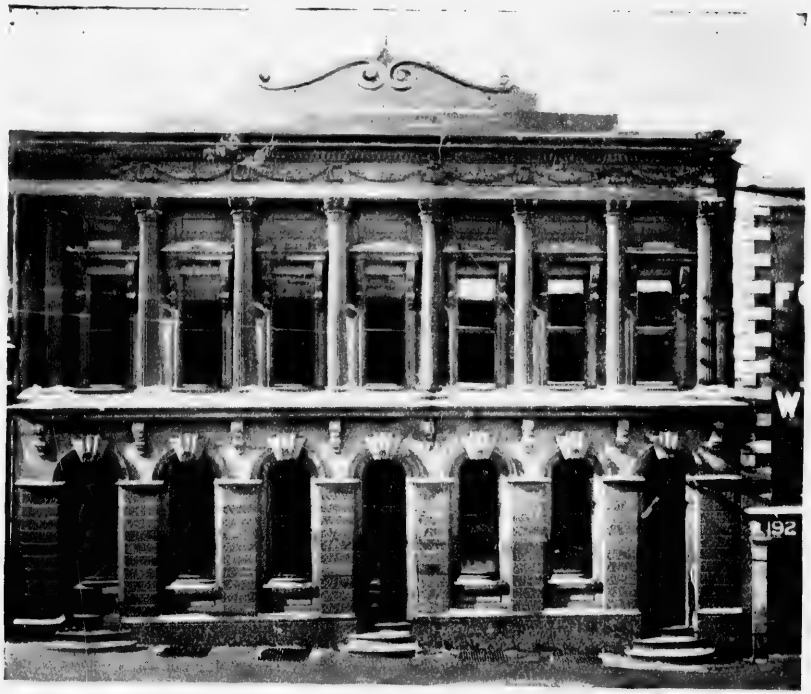
For Directors and Agencies and General Information see page 672.

BRUNSWICK STREET, HALIFAX, N. S.

The city was laid out in July, and was named in honor of George Montagu, Earl of Halifax, [illegible] of the Lords of Trade. The Acadians and the Indians soon sent in their submis-[illegible] but in 1751 the suburb of Dartmouth was attacked at night by the latter, and many of its citizens were massacred. Five hundred Germans settled here in 1751-52; but it was found difficult to preserve the colony, since so many of its citizens passed over to the New England provinces. The great fleets and armies of Loudon and Wolfe concentrated here before advancing against Louisburg and Quebec; and the city afterwards grew in importance as a naval station. Representative government was established in 1758, and the parliament of 1770 remained in session for fourteen years; while Halifax was made one of the chief stations whence the royal forces were directed upon the insurgent American colonies. After the close of the Revolutionary War many thousands of exiled Loyalists took refuge here; and the wooden walls and towers with which the city had been fortified were replaced with more formidable defences by Prince Edward.

The ancient palisade wall included the space between the present Salter, Barrington and Jacob streets and the harbor; and its citadel was the small government house, on the site of the present parliament building, which was surrounded with hogsheads filled with sand, over which light cannons were displayed.

The harbor of Halifax, or Chebucto Bay, extends from a line drawn from Chebucto Head, on the western shore, to Devil's Island on the eastern, up to the Narrows, which are spanned by



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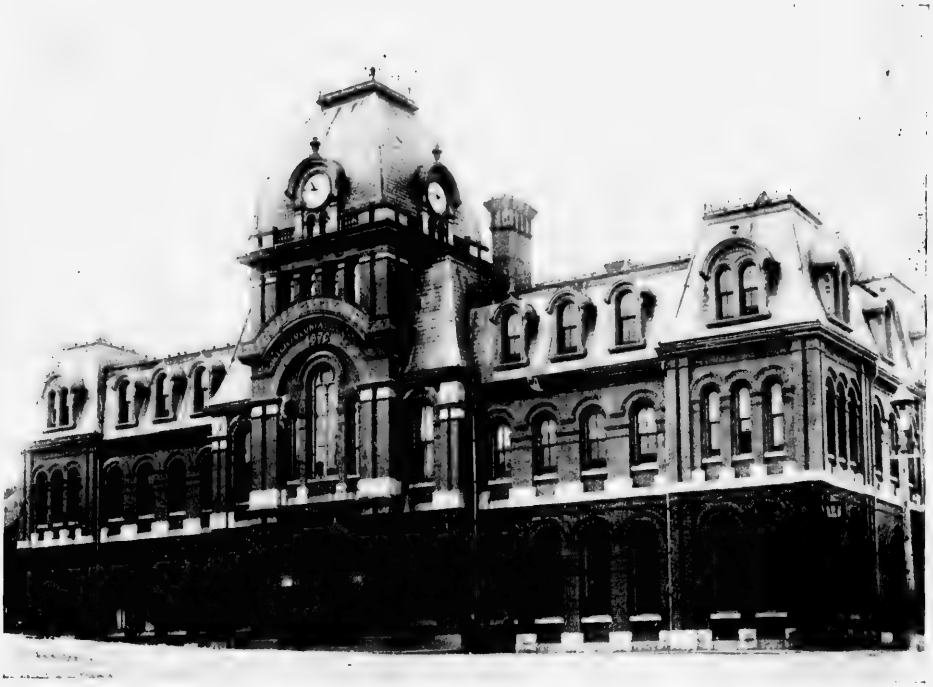

I. C. R. DEPOT, HALIFAX.

a railway bridge. Beyond the Narrows is Bedford Basin, formerly easily accessible to ships of the largest tonnage, and a favorite resort of yachts.

The harbor proper is six miles long, and on an average one mile wide. There is deep water all the way up, and the largest vessels can lie alongside the wharves at any state of the tide. The anchorage is excellent, being protected against every wind by the trend of the shores and by Macnab's and George's Islands. The defences of the place are very strong. York Redoubt, which is also a signal station for shipping, is a powerful fort on the top of a high bluff, and crosses its plunging fire with that of a redoubt on Macnab's Island. Forts Ogilvie and Cambridge in Point Pleasant Woods, the Point Battery, Fort Clarence on the Eastern Passage, and George's Island, which is one large fort, complete the sea defences; while the citadel commands not only the harbor, but the land-side.

The city is situated upon a peninsula four and a half miles long, two miles wide, and covers about eight square miles, the city proper extending over three miles in length. The ridge, of which the citadel forms the highest point, rises from the sea-level at Freshwater, and falls away again to the level of Bedford Basin beyond Richmond at the northern end, and at the Dutch Village near the head of the Northwest Arm. The city is built mainly on the eastern slope, and thus presents a picturesque appearance from the harbor. It is laid out in squares, the streets running at right angles, and following pretty closely the four cardinal points. There are about 150 streets

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VIEW OF PUBLIC GARDENS, HALIFAX, N. S.

and lanes. The houses are mostly built of wood; but within "the brick district," as it is called, which comprises the business portion of the city, no new building of wood can be erected. This law, however, is ingeniously evaded. Many of the streets are lined with shade trees; and the numerous private grounds, gardens, and fine hardwood trees which abound in all parts of the city, add considerably to its beauty. One of the finest bits of street in this respect is Pleasant Street, between Spring Garden Road and South Street. On the shores of the Northwest Arm are handsome private residences and grounds, the owners of which have sea-bathing, boating and fishing at their doors.

The streets of Halifax are not paved, and dust is consequently not unusual in summer; but the system of watering-carts copes fairly well with this evil. The city is lighted by gas and the electric light, and all houses are supplied with water service.

PRINCIPAL THOROUGHFARES.

Water Street is the commercial street of Halifax, –running, as its name indicates, along the shore of the harbor, it is bordered on its eastern side by stores, shops and wharves. Starting at the south end, the first wharves of importance are the Dominion, where the coals of Cape Breton are landed from steamers and schooners; next, at the foot of Salter Street, are Phelan's, where the Boston boats tie up, and Corbett's, the terminus of the New York liners and of the St. Pierre

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Goods sent on approval. Mail Orders receive careful attention.

CITY BUILDING, HALIFAX, N. S.

and Miquelon service. Farther along is the Queen's wharf, which is Imperial property, and from which the transport steamer "Lily" plies to Macnab's Island with companies of the regiments in garrison, or to the different forts with reliefs for the detachments on duty. Just above is the Ferry, City or Market wharf, from which the steamers of the Halifax and Dartmouth Ferry start. Here small boats may be hired at the landing slip.

Close to the entrance to the Ferry wharf, on the corner of Bedford Row and George Street, is the Market Building, a plain brick structure, surmounted by a clock-tower. A little to the north is the City Building, now being replaced by a brick and granite City Hall on the Grand Parade. The City Civil Court and the Police Court, both presided over by a stipendiary magistrate, the Council Chamber, the City Clerk's and City Treasurer's office, and the Police headquarters, are situated in this building.

The Ordnance wharf is the depot for the big guns and war material required for the armament of the forts. Here, as on all other Imperial property, sentries are mounted.

Bedford Row runs north and south between Water and Hollis Streets, from Sackville Street to the Ordnance. The United States Consulate is on this street, between Prince Street and the Post Office, as is also the German Imperial Consulate. Beyond the City Building is the Sailors' Home, now being replaced by another building on the corner of Bell's Lane and Water Street.

Continuing along Water Street, the Cunard wharves and stores are next met with. It is here that the Allan Line steamers to and from Liverpool, and in winter the Newfoundland steamers,

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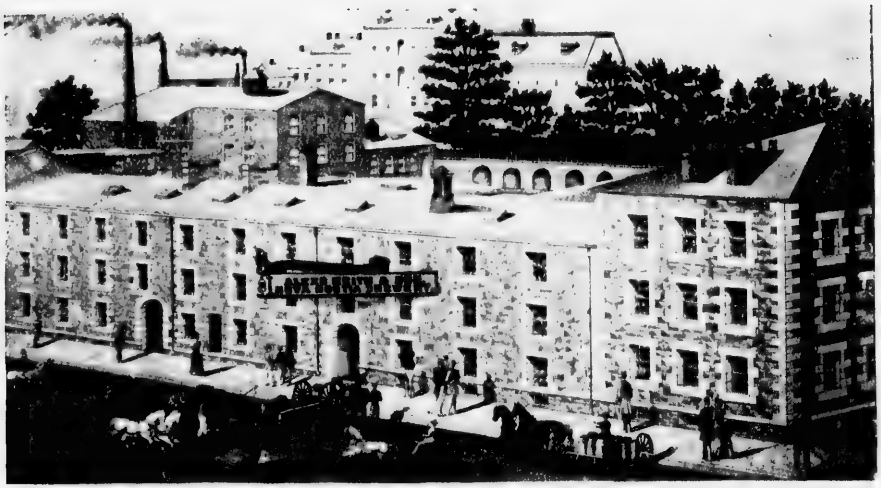

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VIEW IN PUBLIC GARDENS, HALIFAX, N. S.

arrive and depart. Passengers by direct mail steamers during the winter season, land or embark at the Railway Wharf, a short distance farther up, where the cars run alongside the vessels. The Grain Elevator is situated at the entrance to the wharf; it is a Government work. From this point half of the street is taken up by the railroad line, and the track has to be crossed to reach the Marine and Fisheries wharf, where the Dominion Government steamers and cruisers are fitted out. The buoy and light service is carried on from here. A short distance above is the North Ferry Slip, where boats may be had to visit the flagship and other vessels of the squadron. The charge is generally 25 cents per person for the trip to and from the ships.

H. M. Naval Yard, an extensive property on the harbor, is next in order. It is surrounded on the land side by a high stone wall, and contains the landing place where H. R. H. the Prince of Wales landed in 1860, and H. R. H. Princess Louise in 1878. There are extensive storehouses, machine shops, coal depots, arsenals, magazines, residences for the officials, a hospital, a large parade-ground, etc.

The Dockyard was founded in 1758, and received great additions (including the present wall) in 1770. During the two great wars with the United States, it was invaluable as a station for the Royal Navy, whose fleets thence descended upon the American coast. Many trophies of the war of 1812 were formerly kept here (as similar marine mementos of another nation are kept in the Brooklyn and Washington Navy- Yards), including the figure-head of the unfortunate American frigate, the "Chesapeake," which was captured in 1813, off Boston Harbor, by the British frigate "Shannon," and was brought into Halifax with great rejoicing.

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The Dockyard is not open to the public, but the superintendent will generally admit visitors upon presentation of their cards

Opposite the Dockyard is the terminus of the Intercolonial Railway, the passenger-station being a large brick building, lighted at night by electricity, but with no great pretensions to architectural beauty. Lockman Street and Water Street run into one at the bridge beyond the station building. On the right, just beyond this bridge is a powder-magazine, and another is to be seen inside the palisade of the Wellington Barracks on the left.

Continuing along in a northerly direction, the visitor will see the works on the Dry Dock. It is a first-class structure of granite and cement, capable of receiving the largest vessel afloat. Its dimensions are: Length on top, 580 feet; length on bottom, 560 feet; width on top, 102 feet; width on bottom, 70 feet. Draught of water over sills at ordinary high water (spring-tides), 30 feet. A little way beyond is the Nova Scotia Sugar Refinery. and farther still the Deep-water Terminus of the Intercolonial Railway, where steamers and sailing-vessels may be seen at all times loading and unloading their cargoes. This suburb bears the name of Richmond.

On Gottingen Street, two streets above Water Street, are situated St. Joseph's Church (Roman Catholic) and Convent, and close by is St. Mark's Church (Church of England). To the south, and occupying the whole slope of the hill between Gottingen and Water Streets, are the Wellington Barracks, built of brick. The upper range of buildings contains the men's quarters, guard-rooms, etc.; the lower range is officers' quarters, mess-rooms, etc. There is a beautiful view from all parts of the Barracks, over the harbor and Bedford Basin. South of the Barracks is the

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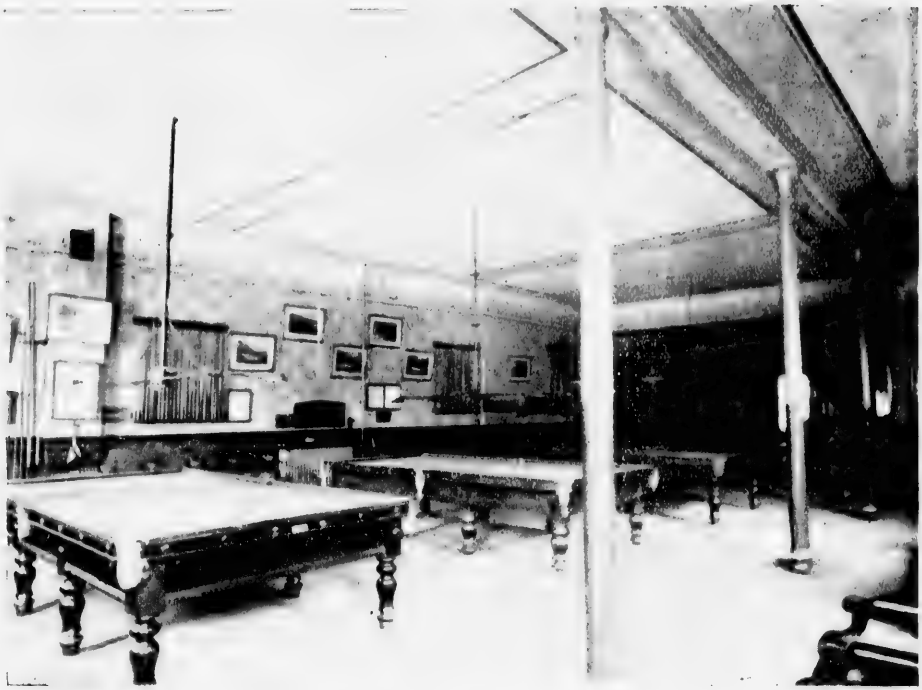

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SUMMER HOUSE IN CITY PARK, HALIFAX, N. S.

Admiralty House, the shore residence of the admiral in command. It is a plain, substantial residence of stone, covered with ivy on one side, and commanding a splendid view. There is a semaphore and signal-station, by means of which the admiral communicates with the ships lying below. H. R. H. Princess Louise resided here on her first arrival in Canada, in 1875. The Naval Cemetery lies lower down the slope, on Lockman Street. The Deaf and Dumb Institution is also on Gottingen Street.

Hollis and Granville Streets are the two principal thoroughfares, on which the best stores may be found. Hollis starts from South Street, and at the junction of the two is the Royal Engineer Yard, familiarly known as the "Lumber Yard." The offices of the commandant of the corps are situated here, together with store and boat-houses, workshops, quarters for sergeants, etc. It is connected by an electric cable with George's Island, which lies in front of it, in mid harbor. It is also the station of the Royal Nova Scotia Yacht Squadron; all yacht races starting and finishing here.

Immediately to the south, and bounded by the Yard, are the Gas Works, which supply Halifax. Proceeding along Hollis, Morris Street is crossed; and after passing a block, the tourist has on his left hand Government House and grounds, the residence of the Lieutenant-Governor. North of this is the residence of the Bishop of Nova Scotia. In the next block are situated the two leading hotels, the Halifax and Queen, both comfortable and well-appointed houses. The Halifax was in former days used as a barracks by the Imperial Government. Farther north, on

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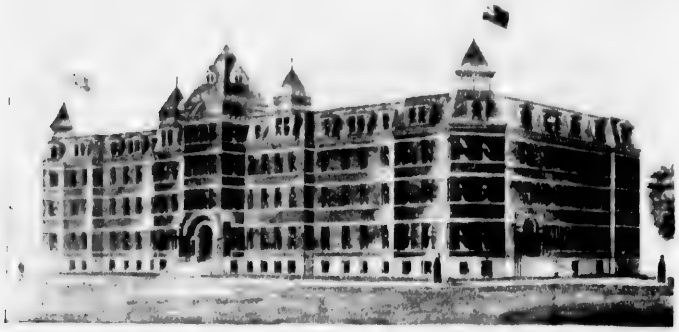
GOTTINGTEN STREET, HALIFAX, N. S.

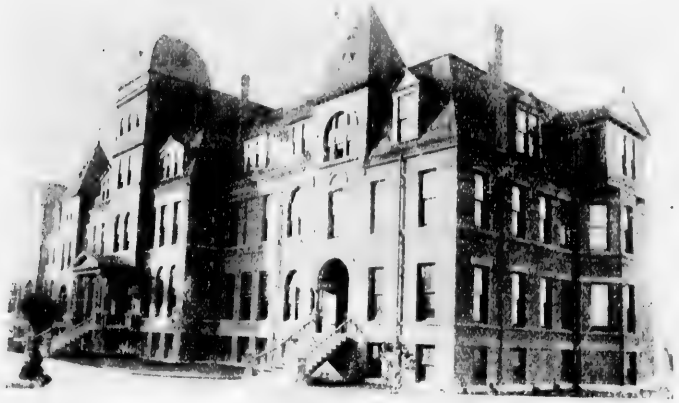
the same side of the street as the two hotels, is the Bell Telephone Exchange, and in the next block, on the west side, is the Western Union Telegraph Office, with the Halifax Club, a handsome stone building, near it.

On the corner of Hollis and Prince Streets is the Queen Building, burned down in 1881 with loss of life; on the opposite corner, the elegant building of the Union Bank. The whole block opposite this is occupied by the Parliament (or Provincial) Building a massive structure of freestone. Opposite the Granville street entrance is the Library, occupying a very cosy little hall, and supplied with works on law, history, and science. In the north part of the building is the plain and commodious hall of the House of Assembly; and on the south is the Chamber of the Legislative Council. In the former are portraits of Joseph Howe, who won responsible government for Nova Scotia, and of Judge Johnstone, one of the most prominent politicians of his day. In the Legislative Council Chamber are full length portraits of King George III. and Queen Charlotte; on the north wall are Chief Justice Blowers, King William IV., Judge Haliburton, Sir Thomas Strange (by Benjamin West), and Sir Brenton Haliburton: of Nova Scotia's military heroes, Sir John Inglis (the defender of Lucknow) and Sir W. Fenwick Williams, of Kars: and of King George II. and Queen Caroline.

The new Dominion Building is east of the Parliament Building, on Hollis Street, and is 140 by 70 feet in area. It is built of brown freestone, in an ornate style of architecture, and cost $120,000. The lower story is occupied by the Post Office, Money-Order Office and Customs



UNIVERSITY BUILDING, SACKVILLE, N. B.



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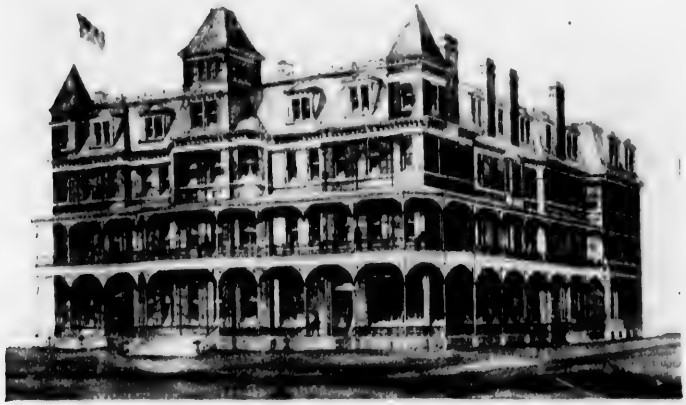

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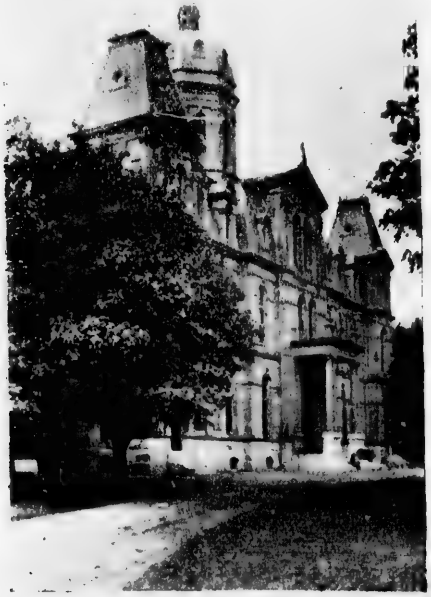

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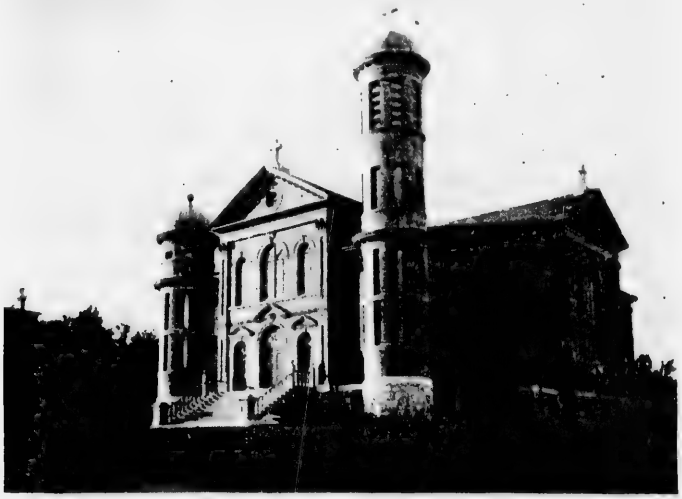

ST. PETER'S CHURCH, DARTMOUTH, N. S.
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197 BARRINGTON STREET, HALIFAX, N. S.

Department; and the third floor contains the Provincial Museum, which exhibits preserved birds, animals, reptiles, fossils, minerals, shells, coins, and specimens of the stones, minerals, coals and gold ores of Nova Scotia. There are also numerous Indian relics, curiosities from Japan and China, naval models, and old portraits. Opposite the entrance is a gilt pyramid which represents the amount of gold produced in the province between 1862 and 1870 — 5 tons, 8 cwt., valued at $3,373,431.

On the corner of Hollis and George Streets is the handsome building of the Merchants' Bank; next to it is the Bank of Nova Scotia; and opposite the latter the Bank of British North America, both of which are lodged in handsome stone edifices. The street runs into Water Street, two blocks farther on.

Granville Street begins at Salter, just south of the Halifax Hotel, and also runs into Water Street, opposite the Ordinance. The first building of note on this street is the Freemason Hall, of stone and brick. In the same block is the unpretentious Orpheus Hall, formerly a Baptist meeting-house, converted into a concert-room. In the next block is situated the Church of England Institute, with reading-room, billiard-room, etc.; and on the corner of Prince, the Y. M. C. A. Building — a handsome and imposing structure. The most frequented portion of Granville Street lies north of George Street, and contains the principal stores.

Pleasant, which begins at Freshwater, near the seaside entrance to Point Pleasant Park, has already been referred to. It lies immediately above Hollis and Granville streets, and has many handsome private residences. Between South and Morris streets, on the left hand, is Girton House, the leading Young Ladies' Private Seminary; and immediately above it, the Presbyterian Ladies' College. Opposite Government House is St. Paul's Old Churchyard, with a freestone arch surmounted by a lion, dedicated to the memory of two Nova Scotian officers killed in the

97 Barrington Street to 101.

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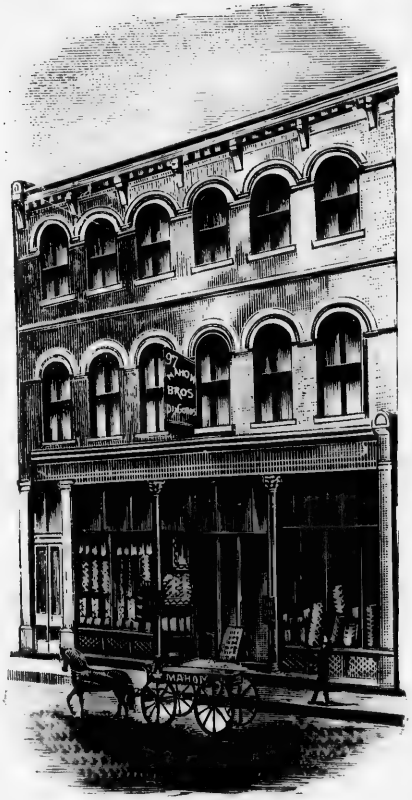

GOVERNMENT BUILDING, HALIFAX, N. S.

Crimea. St. Matthew's Church (Presbyterian) is north of Government House; next comes the Brigade Office; and north of this the Academy of Music, a brick building well designed, and capable of seating eleven hundred people. Opposite is St. Mary's Cathedral (Roman Catholic), a handsome stone edifice with granite facade and spire, in which is hung a peel of bells which chime on Sundays. The fine brick building at the corner of the street is the Glebe House, the official residence of the Roman Catholic Archbishop of Halifax. Above the cemetery is the Court House, a large stone building, and behind it the County Jail.

Pleasant street here changes its name to Barrington. Proceeding north, the visitor will find the City Club on his left; and farther on he will come to St. Paul's Church (Church of England), which is the oldest church in the city. The walls are covered with tablets to the memory of Imperial officials, distinguished Haligonians, and others. It has been used as a cathedral church by successive bishops, but St. Luke's, on Morris street, has been for some years past the pro-cathedral. St. Paul's faces on the Grand Parade, from which, in former days, a salute of one hundred guns was fired annually on the anniversary of the settlement of the city.

The Citadel is most quickly reached by ascending Sackville street, at the head of which is the Halifax County Academy, a large brick building. The citadel itself covers the submit of the hill upon which the city is situated, and is 250 feet above the level of the sea. A beautiful and varied view is obtained from different points of the works, as the citadel commands the whole country round. The citadel is a fortress of the first class, according to the standards of the old

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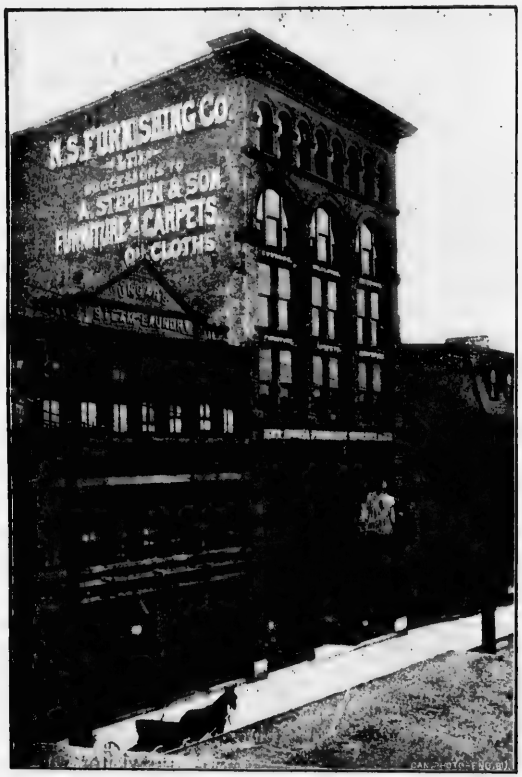

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PASSENGER ELEVATOR takes you to the top of the Building where a fine view of the City is obtained.

OLD TOWN CLOCK, HALIFAX, N. S.

school; though of late years the Government has bestowed much attention on the works at George's Island, York Redoubt, the Point, and Macnab's Island, which are more important in a naval point of view. The works were commenced by Prince Edward, Duke of Kent, father of Queen Victoria, who was then Commander of the Forces on this station. He employed in the service a large number of Maroons, who had been conquered by the British and were banished from Jamaica, and subsequently deported to Sierra Leone. Changes and additions have been made nearly every year since, until the present immense stronghold has been completed It is separated from the glacis by a deep moat, over which are the guns on the numerous bastions. The massive masonary of the walls seems to defy assault, and the extensive barracks within are said to be bomb-proof. During the year 1873 74 the artillery was changed, and the previous mixed armament to a great degree replaced by muzzle-loading Woolwich guns of heavy calibre, adapted for firing the conical Palliser shot, with points of chilled iron. The visitor is allowed to walk outside the circuit of the ramparts, and this elevated station affords a broad view on either side. Perhaps the best prospect is that from the southeast bastion, overlooking the crowded city on the slopes below; the narrow harbor with its shipping; Dartmouth, sweeping up toward Bedford Basin; Fort Clarence, below Dartmouth, with its dark casemates; Macnab's Island, crowned with batteries and shutting in the Eastern Passage; the outer harbor, with its fortified points; and the ocean beyond.

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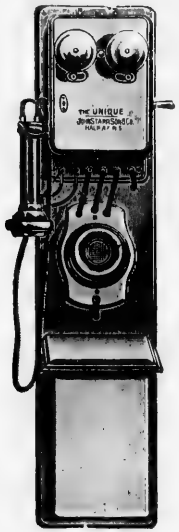

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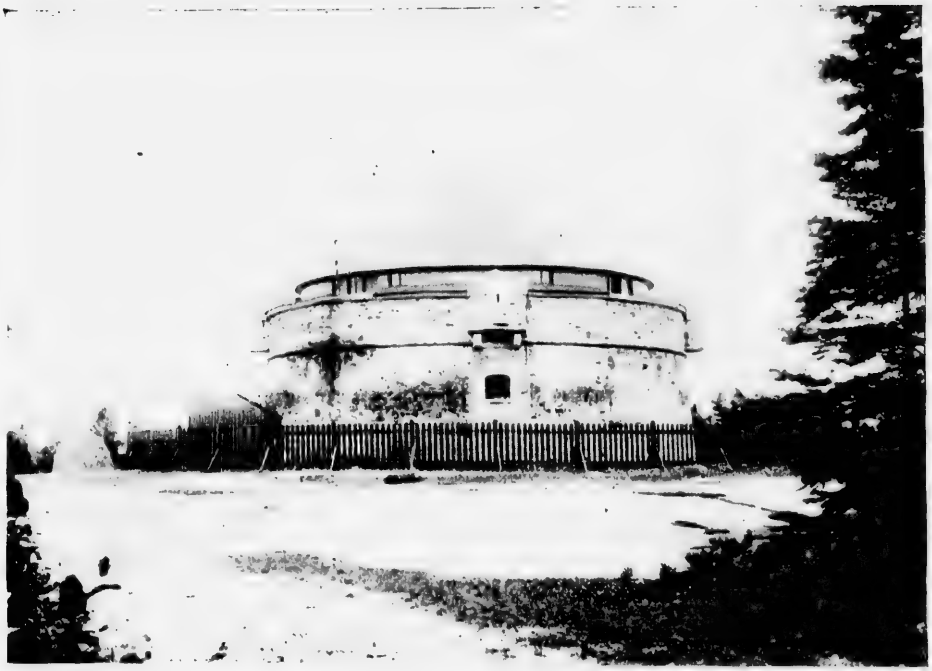

MARTELLO TOWER, HALIFAX, N. S.

Near the portal of the citadel is an outer battery of antiquated guns ; at the south end of the glacis are the extensive barracks of the Royal Artillery : at the north end the Pavilion Barracks,—quarters for married men. The Garrison Chapel, a plain wooden building, stands on the corner of Brunswick and Cogswell streets. The service on Sunday mornings is very attractive to strangers, as the staff and troops of the garrison, with band, attend in full uniform. Behind the chapel is the Military Hospital. Farther north, on Brunswick street, is the Church of the Redeemer (Universalist), on one side, and a Methodist Church on the other. Beyond, at the corner of Cornwallis, is St. George's Church (Church of England), remarkable for its circular form. On the corner of Gerrish is a cemetery, now disused, in which stands the quaint Little Dutch Church, erected as a Lutheran place of worship in 1761 by the early German immigrants.

West of the citadel stretches the Common, used for military parades. South of the Common lies Camp Hill Cemetery, and east of this the Public Gardens, which front on Spring Garden Road They are beautifully laid out, and form one of the greatest summer attractions of the city. At the western extremity a lawn-tennis ground is laid out ; there is a pond surrounded by shrubbery and flowers, and inhabited by water-fowl. On Saturday afternoons a military band plays from 4 till 6. Concerts are given at intervals in the evening, when the Gardens are lighted with the electric light

Opposite the Gardens are the grounds and building of the Convent of the Sacred Heart, and at the end of the street is St. Stephen's (or the Bishop's) Chapel (Church of England), on the edge of the site for the new cathedral. On the other side of the road is a Methodist Chapel. To

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GRANVILLE STREET, HALIFAX, N. S.

the south, in the next block, is the new Dalhousie College, and on the ground situated between Morris and South Streets, the vast Poor-house built by the city to replace the edifice formerly standing in the same place, which was burned down in 1884, with a loss of thirty-six lives. East of the Poor-house is the Victoria General Hospital, and opposite to it, on the north, the Exhibition Building, used in the winter as a skating rink. The School for the Blind is on the square between South Park, Tower, Morris and South Streets. Visitors are admitted on Wednesdays after three o'clock. Continuing down Morris Street, St. Luke's Cathedral, a very plain wooden building, is seen on the left.

On Spring Garden Road, at the corner of Argyle Street, is an open square planted with trees, formerly used as a burying ground for inmates of the Poor-house, before that building was removed to its present position. Opposite is the Militia Brigade Office, and west of it the Drill Shed, beyond which is Bellevue House, formerly the official residence of the commander-in-chief of the garrison. Nearly opposite the Baptist Church, on the other side of the road, formerly stood Spring Garden Theatre, where the late E. A. Sothern (Lord Dundreary) made his *debut* on the boards.

The Cotton Factory is situated on Kempt Road, at the north end of the city; and some distance beyond, overlooking the Narrows and Bedford Basin, is Rockhead, the City Prison.

Point Pleasant Park, a favorite resort of the inhabitants of Halifax, may be reached either by Freshwater, taking the cars to the foot of Inglis Street, or continuing up Inglis to the foot of South

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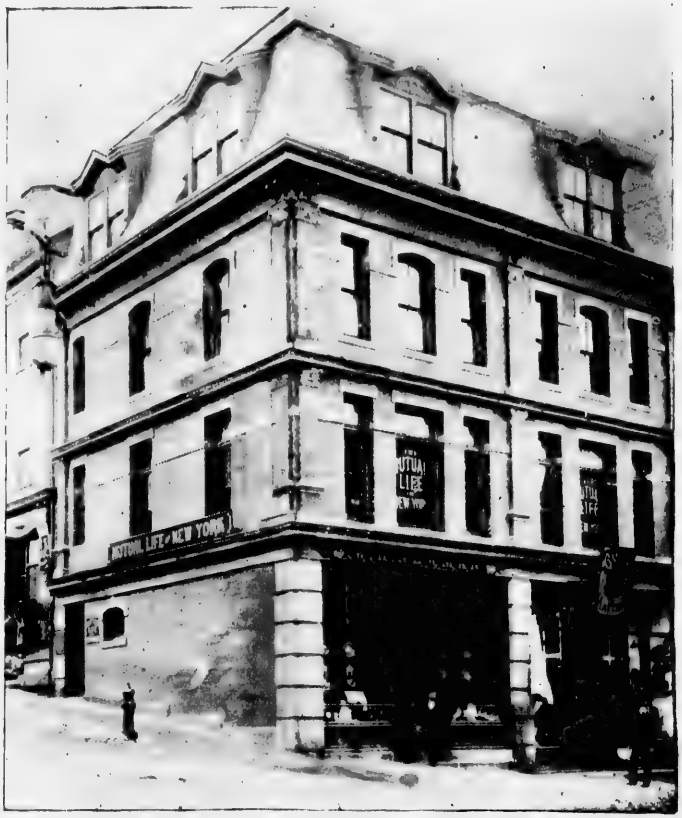

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Total Assets	$234,744,148.42
Total Surplus nearly	30,000,000.00
Total Income in 1896 over	49,702,695.27

This is over **TWELVE MILLIONS** more than the total income of Canada.

ASSETS IN CANADA.

Bonds, etc., in deposit with the Receiver-General at Ottawa.

	MARKET VALUE.
U. S. Gold Bonds, 4%	$187,000.00
U. S. Gold Bonds, 5%	282,925.00
Dominion of Canada, 4%	128,700.00
Province of Nova Scotia, 4%	409,687.50
Province of New Brunswick, 4%	199,560.00
City of Montreal, 4%	590,084.96
City of Guelph, 5%	135,933.48
City of Ottawa, 5%	43,496.00
City of Toronto, 4%	461,547.00
Total carried out	$2,438,933.94

In Deposit with Canadian Trustees under Ins. Act.

Guaranty Trust Co., of N. Y., Stock, 10%	$900,000.00	
U. S. Mortgage & Trust Co., of N. Y., 6%	525,000.00	
		$1,425,000.00

Cash Deposit Bank of Montreal	$321,500.00
Net outstanding and deferred premiums	72,095.82

Total Assets in Canada, - 4,257,529.76

Insurance in force in Canada	$17,801,671.00
Total Income in Canada in 1896	824,979,08

J. A. JOHNSON, GENERAL AGENT,

COR. GEORGE AND GRANVILLE STREETS, HALIFAX, N. S.

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INCORPORATED 1896.

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SUPERIOR CARRIAGES
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General Parcel Delivery Throughout the City.

DOCK YARD, HALIFAX, N. S.

Park, by Young Avenue, at the end of which stand a pair of gates of handsome design. The Park is Imperial property, but is leased to the city for an indefinite number of years, at a nominal rent of a shilling. Once a year all roads leading into it are closed for twenty-four hours, to maintain the ownership and prevent any possible claim to a public right of way. The Park lies along the shore of the harbor and of the Northwest Arm. The roads, originally made by the Royal Engineers, are kept in capital order, and enable the visitor to drive through all portions of the Park. There are very beautiful views of the harbor, the main, and the Northwest Arm, from different points. The masked forts and batteries which the visitor comes upon unexpectedly, the ponds, the bold rock faces, the woody glens, the grassy swards, the footpaths straying through the thickest of the wilderness, all lend a charm to the locality which explains the reputation it possesses. The Prince of Wales Tower, at the southern end of the ridge, is a martello tower of the Crimean War pattern, but it is now used as a fort.

There is a ferry at Point Pleasant by which the visitor can cross to Purcell's Cove, a charmingly situated settlement on the western shore, from which Falkland and York Redoubt may be reached. Just beyond the western limit of the Park stands the disused Penitentiary, a forbidding granite structure, the inmates of which were some years ago removed to the new Maritime Provinces Penitentiary at Dorchester, New Brunswick. At the head of the Arm is Melville Island, on which are the buildings of the Military Prison. During the war of 1812 American prisoners were confined here. The Arm is lined on both sides, but especially on the eastern shore, with handsome private residences. There is good sea-fishing and lobster-spearing.

Macnab's Island, three miles long, is a favorite resort for picnics. It has a powerful battery, and on a sandspit, Meagher's Beach, is a lighthouse. The military camp and rifle-range are situated at the southern end of the island. Southeast of Macnab's, and separated from it by a narrow channel, is Lawlor's Island, the quarantine station. Below Meagher's Beach stretch the Thrum Cap Shoals, on which H. M. frigate "Tribune" was lost in 1797, only a few souls being saved.

FURNESS LINE

Under Special Contract with the GOVERNMENT OF THE DOMINION OF CANADA.

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The Airy and Well-Ventilated Saloon and Sleeping Berths being amidships, secure for Passengers that greatest of luxuries at sea, Fresh Air, combined with the minimum of motion.

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According to Steamer and position of Berth.

ST. JOHN CITY and HALIFAX CITY, Inside Rooms,	**$60 00**
" " " " Outside "	**50 00**
DAMARA, Inside Rooms,	**50 00**
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Children under 12 years (accompanied by their parents) Half-Fare.
Infants under 2 years (no berths provided) Free.
Special Rates for Domestic Servants accompanying a Family.

BOSTON to LONDON via HALIFAX, First-Class Single,	**$ 67 50**
By Plant Line or Land of Evangeline Route, " Return,	**115 00**

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ENTRANCE GATES TO CITY PARK, HALIFAX, N. S.

DARTMOUTH.—On the eastern side of the harbor lies the thriving town of Dartmouth, connected with Halifax by a line of ferry-steamers, leaving every fifteen minutes. It has four churches, foundries, machine-shops, breweries, boat-building yards, etc. There are extensive rope-works on the ridge to the north of the town, and on the east of the town a large skate factory, and a marine railway on the shore. The railway line, which crosses the Narrows over a long pile bridge, runs along the shore, through the lower part of the town, and round the beautiful Dartmouth Cove, to Woodside, where is a large Sugar Refinery. About a mile and a half from the town, on the crest of the ridge overlooking the harbor, is the Mount Hope Asylum for the Insane, a very large building, admission to which is obtained by application at the secretary's office in the Province Building. On the shore, at the entrance of the Eastern Passage, is Fort Clarence, a powerful work. The Eastern Passage is a long and narrow strait with many shoals. In 1862 the Confederate cruiser "Tallahassee" was blockaded in Halifax Harbor by a squadron of United States frigates. The shallow and tortuous Eastern Passage was not watched, since nothing but small fishing craft had ever traversed it, and it was considered impassable for a steamer like the "Tallahassee." But Captain Wood took advantage of the high tide on a dark night, and crept cautiously out behind Macnab's Island. By daylight he was far out of sight of the outwitted blockading fleet.

The Montagu Gold Mines are four miles from Dartmouth. Cow Bay, which is reached by a seven mile drive along the shore of the Eastern Passage and through the woods, has a fine stretch of beach, where surf-bathing can be enjoyed.

To the north of Dartmouth stretches a chain of lakes, the drive along which is very enjoyable. In winter these lakes afford excellent skating.

ENVIRONS OF HALIFAX.

One of the favorite drives from Halifax is to the Four Mile House and along the shores of Bedford Basin. This noble sheet of water is five miles long and one to three miles wide, with from eight to thirty-six fathoms of depth. It is entered by way of the Narrows, leading from the

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Dress Goods,

(UP-TO-DATE STYLES.)

MANTLES, JACKETS, CAPES and WRAPS,

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OUR HOUSEHOLD GOODS DEPARTMENT

is very large, and replete with every requirement.

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VIEW IN PUBLIC GARDENS, HALIFAX, N. S.

harbor. It is bordered on all sides by bold hills from 200 to 330 feet in height, between which are ten square miles of secure anchoring ground. Four miles from Halifax, on the west shore, is Rockingham (Four Mile House), a pleasant summer resort. The Academy of Mount St. Vincent, a Roman Catholic ladies' school, is seen on the slope of the hill. Beyond Rockingham, on the right of the road, is Prince's Lodge, a remnant of the residence formerly occupied by H. R. H. the Duke of Kent. Sherwood, another Roman Catholic conventional school, lies on the left of the road near Bedford, which is also on the west shore, and has several summer hotels.

In the summer of 1746 the great French Armada sailed from Brest to conquer the British North American coast from Virginia to Newfoundland. It was commanded by the Duc d'Anville, and was composed of the line-of-battle ships Trident, Ardent, Mars and Alcide, 64 guns each; the Northumberland, Carillon, Tigre, Leopard, and Renommee, 60 guns each; the Diamant, 50; Megere 30; Argonaute, 26; Prince d'Orange, 26; the Parfait, Mercure, Palme, Girous, Perle and twenty-two other frigates, with thirty transports, carrying an army of 3,150 soldiers. D'Anville's orders were to "occupy Louisburg, to reduce Nova Scotia, to destroy Boston, and ravage the coast of New England." The Armada was dispersed, however, by a succession of unparalleled and disastrous storms, and D'Anville reached Chebucto Bay (Halifax) on September 10, with only two ships of the line and a few transports. Six days later the unfortunate duke died of apoplexy, induced by grief and distress on account of the disasters which his enterprise had suffered. Vice-Admiral d'Estournelle committed suicide a few days later. Some other vessels now arrived

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For prices and other information where there is no Local Agent, apply to

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General Sales Agent for the Maritime Provinces.
HALIFAX, N. S.

ENTRANCE TO CITADEL, HALIFAX, N. S.

here, and immense barracks were erected along the Bedford Basin. Twelve hundred men had died from scurvy on the outward voyage, and the camps were soon turned into hospitals. Over 1,000 French soldiers and 200–300 Micmac Indians died around the basin, and were buried near its quiet waters. October 13th the French fleet, numbering five ships of the line and twenty-five frigates and transports, sailed from Halifax, intending to attack Annapolis Royal; but another terrible storm arose while the vessels were off Cape Sable, and scattered the remains of the Armada in such wide confusion that they were obliged to retire from the American waters.

The Indians called Halifax Harbor, Chebucto, meaning "the chief haven;" and the French named it La Baie Saine, "on account of the salubrity of the air."

Hammond's Plains are seven miles west of Bedford, and were settled in 1815 by slaves brought away from the shores of Maryland and Virginia by the British fleets.

Waverley, with its gold-mines and powder-mills, is near Bedford.

Southwest of the city are the Chain Lakes, from which Halifax is supplied with water. Applications for permission to fish in these lakes must be made at the office of the Board of Works, Bedford Row. A pretty drive is round the head of the Arm to the Dingle, where the visitor may alight and climb to one of the two look-outs, from which a beautiful view is had over the harbor and city. He may also ascend to the Rocking-Stone, which lies to the south and west, on the top of a prominent hill.

SOCIETY AGITATED!

The Duke of Leeds, Canada's Next Governor-General.

A society writer in the Echo says: "The Duke of Leeds, who according to present arrangement, will succeed Lord Aberdeen, came very near going to South Africa. He was Lord Salisbury's candidate for the post and his appointment was possible up to the last moment. When he was finally rejected, his receiving compensation in the shape of the governor-generalship of Canada became a foregone conclusion, the English papers say. It is very unusual for a Duke to accept a governor-generalship, but the Duke of Leeds is not rich and is very fond of seeing the world."

The Duke of Leeds is familiarly called "The Gin Duke," on account of his being largely connected with the manufacture of that well known article of drink. Should he come to Canada there is no doubt the popular drink will be gin. We keep all the best brands in stock, such as

Henke's Green, Blue, and Red Case.
DeKuyper's Green, and Red case.
Blenkenheim & Nolet's, in stone qrt. bottles.
Key Brand.
Coate's Plymouth, Booth's Old Tom.
Gilber's Schnapps.
J. &. J. Vicker's London Dry.

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HOLLIS STREET - - HALIFAX, N. S.

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In the meantime there is no doubt as to the excellent merits of the goods handled by us. We enumerate some of the leading lines for the guidance of our customers, as follows:

ALES.

Bass's, C. H. Hibbert's and Pig Brand, McEwan's Celebrated Scotch Edinburgh Ales, pale and strong.

ALCOHOL.

Gooderham & Worts.

BRANDY.

Hennessy's and Martell's XX XX and XXX and S. O.
Pinet Castillion V. S. O. P.,
Bisquit Dubouche & Co's.,
Rouyer, Guillet & Co's.,
A. Leroud and other cheap Brandies.

BITTERS.

Augustora,
John Bull,
Coca Bitters,
Bernard's Orange, Crosskill's Orange,
McKenzie's Caberfeidgh,
Indian, Wormwood and Sumbull.

CHAMPAGNE.

Perrier Jouet, Mumm's Extra Dry, Veuve Cliquot, Cabinet, Imperial Sillery and Royal Sillery.

CLARET.

Chat. Calon Segur, Chat. Smith Haute Lafitte.
St. Emilion, St. Estephe, Margaux, Pauillac.
Medoc, St. Julien.

GIN.

Henke's Green, Blue and Red Case.
DeKuyper's Green and Red Case.
Blenkenheim & Nolet's, (in stone quart bottles).
Key Brand.
Coate's Plymouth, Booth's Old Tom.
Gilber's Schnapps, J. & J. Vicker's London Dry.

GINGER WINE.

Baird's, Meagher Bros. and Hirscuh's.

LIQUEURS.

Cazanovis' Kermann's, Marie Brizard & Rogers,' Gilbey's and Herrings'.

MADEIRA.

Gilbey's Castle, Castle Grand, Crown.

MARSALA.

Gilbey's Castle C., Castle Y., Floi.

MINERAL WATERS.

Apollinaris, Johannis, Apenta, Godesberger, Cantrell and Cochran's Belfast Ginger Ale and Soda.

PORT WINE.

Hunt's Offley Forrister, Leaky & Haig's, Gilbey's Castle T, and Castille (40 years old).
St. David's Vineyards Celebrated Native Wines, Burgandy Beaune, Burgandy Pommard.

RUM.

Jamaica, Baird's, Watson's and Musgrave's, Demerara, Sandback, Parker & Co's.

STOUT.

Guinness's, Burk's and Pig Brand.

SAUTERNES.

Clarke's and Rosenheim's.

SHERRY WINE.

Diez Harmanos, Chapman Anthony, Offley Forrester and Leaky & Haig.

WHISKEY, SCOTCH.

Usher's, White & Mackay's, Inverawe, Thompson's Rare Old Liqueur, Bullock, Lade & Co's Special, Big Ben, Heather Dew Liqueur, Scotch Cream, D. C. L., Commodore, Gælic, Brown's Special, Watson's, Greer's O. V. H., Williams' V. V. O., Cabinet (8 years old), White Horse Cellar, Camuslynie Still, Royal Blend, House of Commons, Isley Blend X, Kelley & Glassey's Royal X,, Lochaber, Mitchell's Heather Dew, Piper Blend and other cheap brands.

WHISKEY, IRISH.

Jamison,s, G. Roe's, Kinahan's L. L. Dunville's, Watson's, Mitchell's, Burke's, Mehan's.

WHISKEY, RYE.

Gooderham & Wort's 2, 5 and 7 Years Old, in wood and glass; Corby's I X. L., Walker's Imperial and Club.

WHISKEY BOURBON.

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BANKS. — Halifax Banking Co., Water Street; Nova Scotia, Hollis Street; British North America, Hollis Street; Merchants', Hollis Street; Union, Hollis Street; Montreal, Hollis Street; People's, Duke Street; Dominion Savings Bank, Granville Street. It might be mentioned here that the banking system in Canada is the best in the world.

NEWSPAPERS. Daily: Morning Chronicle, Citizen and Evening Chronicle, Morning Herald, Evening Mail and Acadian Recorder. Weekly: Royal Gazette, Presbyterian Witness and Wesleyan Messenger.

GARRISON. — Halifax is the headquarters of the Imperial forces in British North America. The garrison is the only one in the Dominion composed of regular troops. It consists of a regiment of the line, of a battery of Royal Artillery, of two companies of the Royal Engineer Corps, of one company of Submarine and Torpedo Engineers, of detachments of the Commissariat and Transport Corps, of the Ordinance Store, of the Hospital Corps, besides the Medical and Army Pay Departments. The commander-in-chief is a general, who in the absence from the Dominion of the Governor-General acts as administrator of the government. He has a military secretary, two aides, and eight other staff officers, together with a military chaplain.

NAVAL STATION. — Halifax is also the principal station of the North American and West Indies Squadron of the Royal Navy. It is a Vice-Admiral's command, and the flagship remains in port during the greater part of the summer, with some of the other vessels of the squadron.

Dalhousie College,

HALIFAX, N. S.

Faculty of Law

Session begins August 31st, 1897.

Faculties of Arts & Science

SESSION BEGINS SEPTEMBER 8th. 1897.

Faculty of Medicine

Session Begins September 30th, 1897.

BURSARIES AND SCHOLARSHIPS.

The Following Bursaries will be offered in September, 1897.

5 Bursaries of $40. *2 Scholarships of $120.*

MacKenzie Bursar of $200.

☞ The Calendar containing full particulars of the courses of instruction, examinations, regulations, exhibitions, bursaries, medals, and other prizes may be obtained by applying to the President The President will be glad to correspond with any student wishing information

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Art Studio. Conservatory of Music.

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HALIFAX FROM GEORGE'S ISLAND, HALIFAX, N. S.

PUBLIC BUILDINGS.—Province Building, Hollis Street, containing the Legislative Library (open daily from 10 till 4) and Departmental Offices. Dominion Building, containing the Post-Office, Customs Department, Shipping Registry, and Provincial Museum. Government House, Hollis and Barrington streets. Court House, Spring Garden road.

PLACES of INTEREST.—The Citadel, commanding the City and Harbor; the Naval Yard, open to the public; the Public Gardens, open from 8 a. m till dusk every day. Military band every Saturday, from 4 till 6 p. m.; Point Pleasant Park, with its walks and drives; the Green Market, Wednesday and Saturday mornings; St. Paul's Cemetery, Pleasant street; Camp Hill Cemetery, Summer street; the Northwest Arm, accessible by land; Melville Island, Military Prison; the Dingle, Northwest Arm, and Dutch Village, 3 miles; Chain Lakes and Waterworks, 3 miles; Macnab's Island, 3 miles; Bedford, 8 miles; Cow Bay, 11 miles; Waverley Gold-mines; Prince's Lodge, 4 miles; Montagu Gold-mines.

In summer, boating on the harbor,—boats may be hired at the North Slip, the Ferry Slip, and Luke's, Freshwater. The Wanderers' Boat Club have a boathouse and pier at the foot of Morris street. The Royal Nova Scotia Yacht Squadron's station is at the Royal Engineer Yard, at the south end of Hollis street. There are frequent races, accompanied by the Squadron steamer, on board which visitors are cordially welcomed. Excursions by steamer to various points on the harbor take place nearly every day. No tourist should fail to see Halifax from the Water; the sail up and down the harbor is charming. Fishing may be obtained on many of

Reardon's Art Store,

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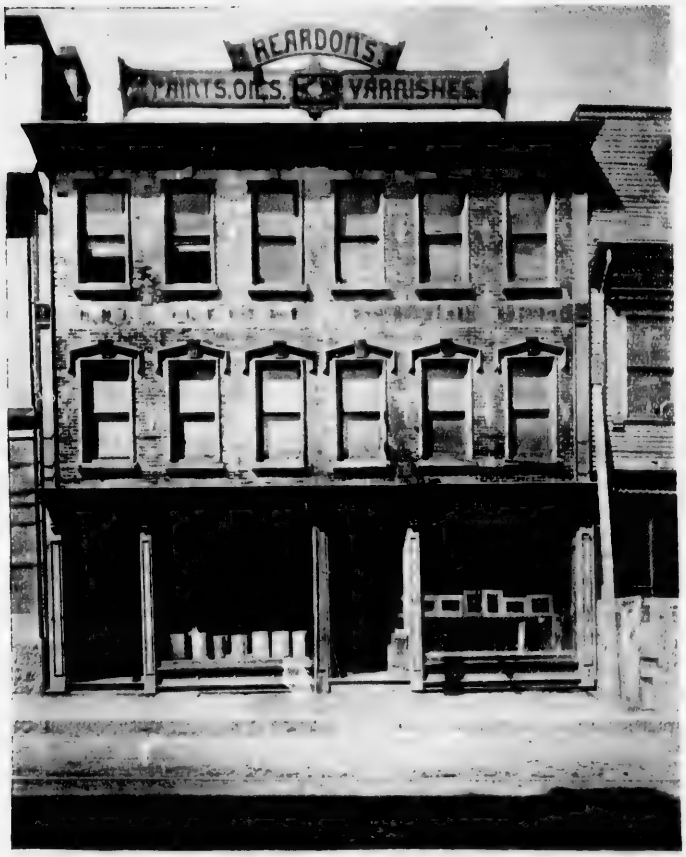

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the lakes and rivers close to the city; sea-fishing is excellent, and boats, provided with lines, bait, etc, for the purpose, may be hired at the Ferry Slip. Cod, haddock, and mackerel abound, and pollock can be taken with the fly in the Northwest Arm, affording capital sport. Lobster-spearing from boats by torchlight is a favorite pastime.

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For each person for any distance up to one mile	25
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One half the above rates to be paid if returning in the same carriage, for every 15 minutes after the first 15 minutes, 15 cents extra is allowed.

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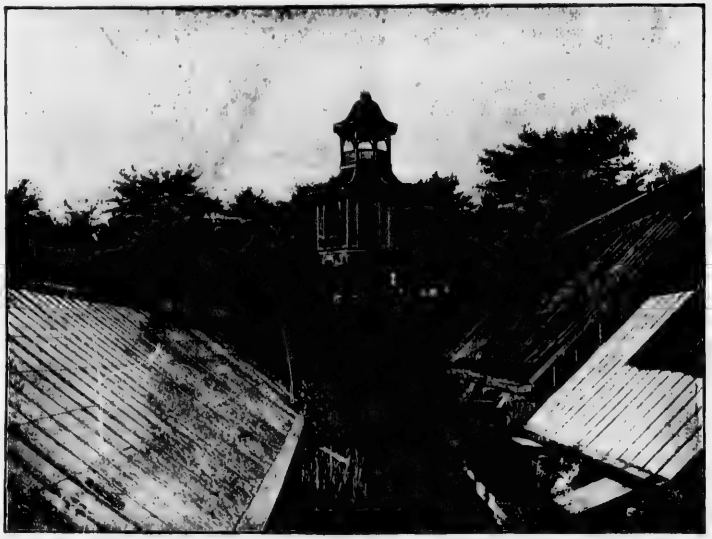

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NURSERY is conveniently situated - being on the line of Street Railway (which passes the Nursery every 7 minutes) and nearly opposite the Intercolonial Railway Station on Lockman Street, and within a short distance of the Dry Dock. The grounds adjoin the Admiralty property, and an Observatory on the premises commands the finest view of Halifax Harbor and Dartmouth, with H. M. Ships of War lying directly abreast.

Tourists and citizens generally desirous of relief from the dust and din of the City are invited to visit the grounds and make use of the Observatory, which, being about 150 feet above the sea level, ensures a refreshingly cool breeze in the most sultry seasons, while the quiet beauty of the scene needs butto be seen to be appreciated.

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HALIFAX, N. S.

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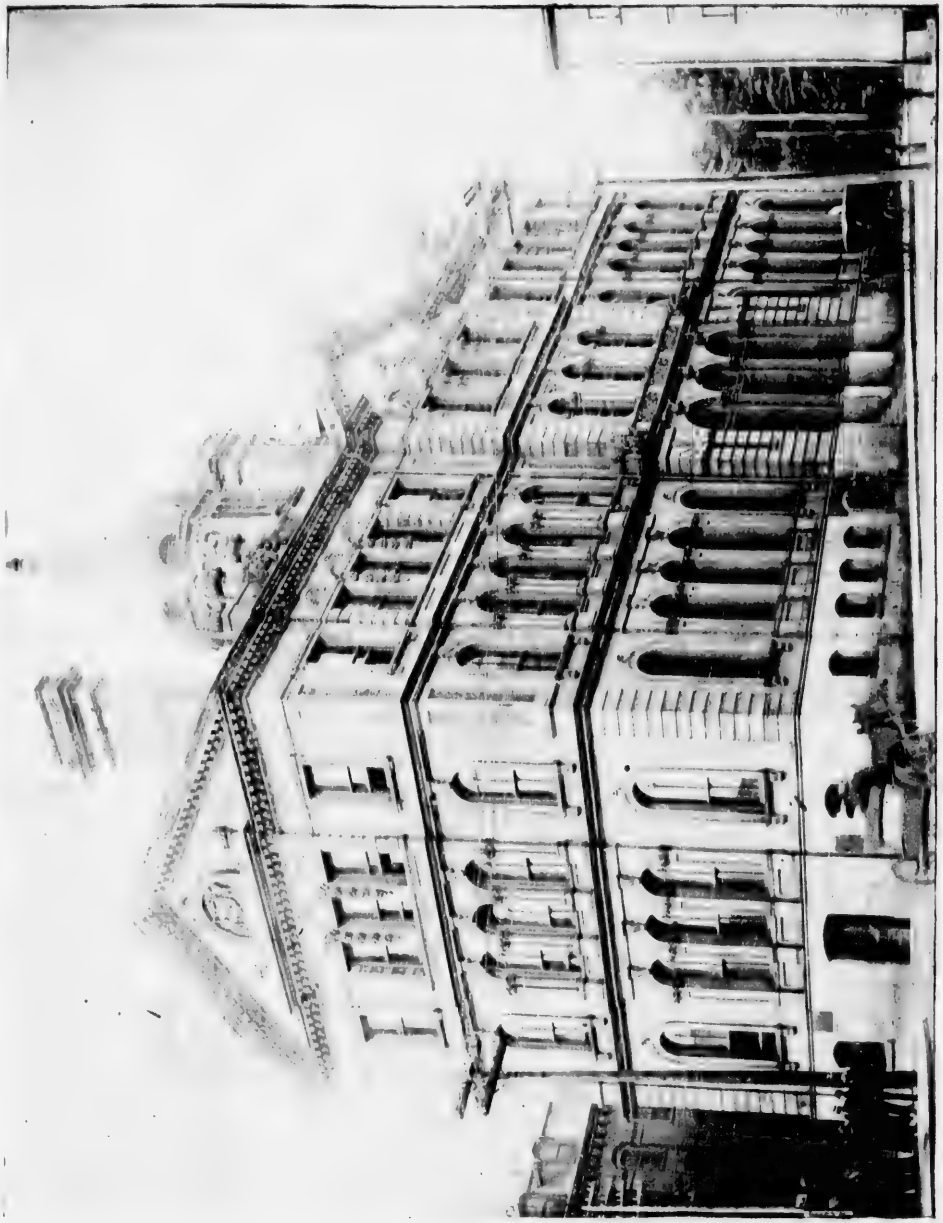
As above with every additional half cwt. of luggage..... .10

And in like proportion for all other distances and additional luggage Children under one year old free; over one year and under twelve half fare. For employment in the night time between 12 o'clock midnight and 6 o'clock a. m., in summer, and 12 o'clock midnight and 7 o'clock a. m., in the winter, the fare shall be as parties may agree, not however to exceed double fare.

Education is attended to in the highest degree, and such institutions as, Dalhousie College and the Halifax Ladies' College, offer every facility, and are a credit to the city.

The following are among the leading barristers: E. P. Allison, H. S Blackadar, Borden Ritchie & Chisholm, C. B. Burns, J. M. Davidson, M. N. Doyle, Eaton & Beckwith, Harris, Henry & Cahan, H. F. Jones, McCoy McCoy & Grant, W. & J. A McDonald, J A McKinnon, W. W. McLellan, McNeil McNeil & Terman, A. G. Morrison, Thomas Notting, Pearson & Covert, Ross Mellish & Mathers, Rowlings & Thompson, Russell & Russell, F. J. Tremaine, Wallace & McKay, W. W. Walsh and Wood & King.

The following are the principal manufacturers, business firms, professional men and steamship companies: George E. Boak & Co., fish merchants and steamboat agents; Canada Atlantic and Plant S. S. Co.; Colwell Bros, gent's furnishers and shirt-makers; Crowell Bros., general hardware and ship chandlery; S. Cunard & Co., coal agents and steamship agents; Dominion Coal Co (Ltd.), miners and shippers of coal, M. R. Morrow, general agent; J. C. Dumaresq, architect; Furness, Withy & Co., Furness Line Steamships; Halifax Transfer Company and livery stable in connection; George Hirchfeld, sausage manufacturer; Rev. S. F. Huestis, Methodist Bookroom; Harding & Thompson, dentists (also at Yarmouth); J. A. Johnston, general agent Mutual Life Insurance Co. of New York; A Keith & Son, Nova Scotia Brewery; Kelly & Glassey, wholesale liquors; Leydon & MacIntosh, merchant

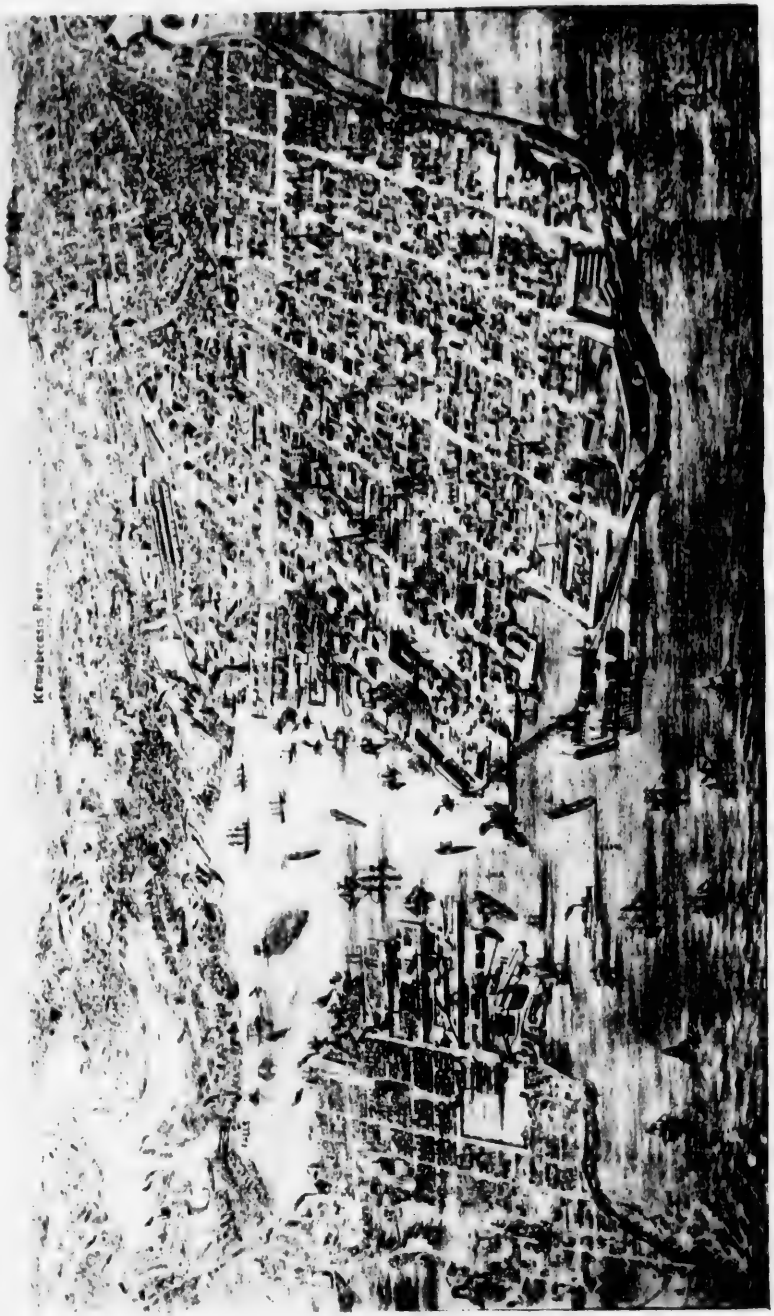


POST OFFICE, HALIFAX, N. S.

FOUNTAIN IN HALIFAX GARDENS UNVEILED BY LADY ABERDEEN JUBILEE WEEK.

tailors; Mahon Bros., dry goods; A. & W. Mackinlay, booksellers and stationers; Miller Bros., pianos, organs and sewing machines; Moir Son & Co., bakers and confectioners; W. & A. Moir, engineers and machinists; Nova Scotia Furnishing Co. (Ltd.), (successors to A. Stephen & Son), furniture manufacturers; Nova Scotia Nursery, James H Harris, manager; Pickford & Black, ship brokers and steamship agents; Frank Reardon, paper hangings and decorations; Robinson's Livery Stables, the largest and best equipped in the Dominion; R Shepeard, proprietor of St. James' Billiard Hall, G. M Smith & Co., dry goods importers; John Starr Son & Co (Ltd.), electrical engineers and contractors; E. B. Sutcliff, proprietor of Metropole Building, and of Forsythe & Sutcliffe; Wm. Taylor & Co., Palace Boot and Shoe Store.

The following are the principal hotels to stop at: Halifax Hotel, H. Hesslein & Sons, proprietors; Belle Vue Hotel, Wm. Wilson, proprietor (Bedford); American House, Mrs. M. Hartigan, proprietress; Belmont Hotel, Mrs. J. McLean, proprietress; Carleton House, F. W. Bowes, proprietor; Central House, Miss A. M. Payson, proprietress; Elmwood House, H. C. Preedy, proprietor; Globe Hotel, E. McDonald, proprietor; Hawthorne House, J. G. White, proprietor (Margaret's Bay Road); Lake View Hotel, P. Wyatt, proprietor (Margaret's Bay Road); Lorne Hotel, J. S Lomas, proprietor; The Revere, J. S. Priest, proprietor; River Side Hotel, Jno. Ahearn, proprietor (Margaret's Bay Road).



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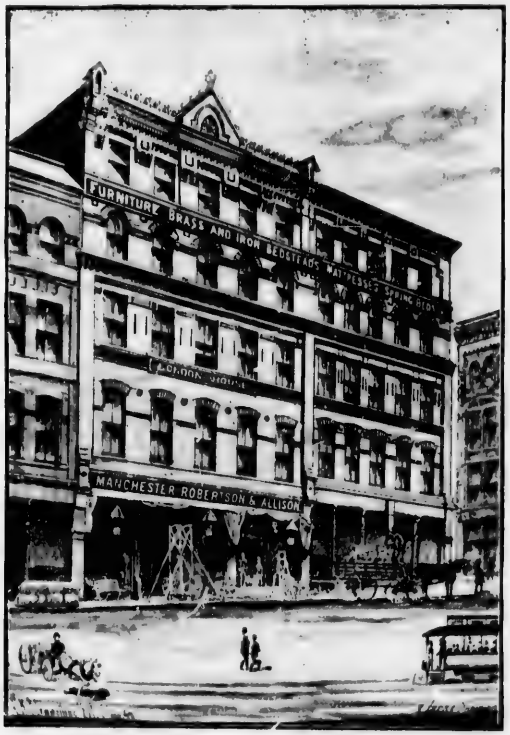
Market Square, St. John, N. B.



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Dry Goods Entrance:
27 & 29 KING STREET.

Carpet and House Furnishings:
39 & 41 GERMAIN STREET.

Furniture Warerooms:
13 & 15 MARKET SQUARE

Ten Floors devoted exclusively to the display of Furniture of all kinds.
We invite inspection of our premises and stock.

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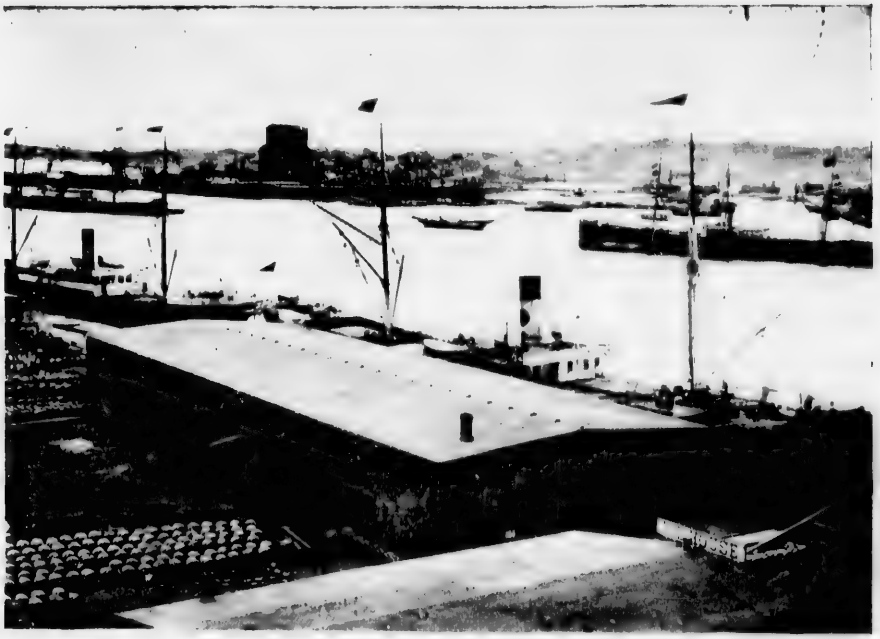

ST. JOHN HARBOR OF TO-DAY.

ST. JOHN, N. B.

Summary: Population, nearly 50,000. The largest and finest city in the Maritime Provinces of Canada. The chief port through which in winter the produce of Western Canada goes by steamship lines to the British market. A great summer resort, easy of access, central in position, with excellent hotels, unrivalled summer climate, and perfect sanitary conditions. The historic city of the Loyalists of 1783. The largest centre of lumber manufacture and export in the lower provinces. The seat of other important manufacturing industries and commercial enterprises. An International Exhibition held annually. The natural centre from which tourists branch out to all parts of New Brunswick, Nova Scotia and Prince Edward Island. The Atlantic terminus of the Canadian Pacific Railway, etc., etc.

THE above summary indicates to some extent the features that make St. John, N. B., a notable Canadian city. Situated at the mouth of the great St. John River, whose grandeur and beauty are all too little known to the world, and on the shore of the Bay of Fundy: its fine harbor is open all the year round, and it is the centre of an extensive and ever widening commerce. It is the Atlantic terminus of the great Canadian Pacific Railway, and through that connection has in the last three years leaped into prominence as the chief winter port of Canada. Through the Canadian Pacific it has connection with United States railways, and through the Intercolonial,

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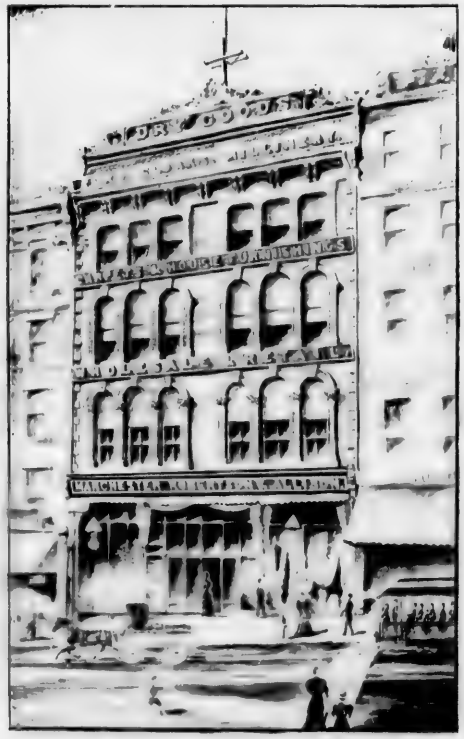
ST. JOHN, N. B.

THE LARGEST BUSINESS HOUSE IN THE MARITIME PROVINCES.



KING STREET FRONT

Dry Goods Entrance:
27 & 29 KING STREET.

Carpet and House Furnishings:
39 & 41 GERMAIN STREET.

Furniture Warerooms:
13 & 15 MARKET SQUARE

DRESS GOODS.
PRINTS AND CAMBRICS.
COTTONS, SHEETINGS and LINENS.
FLANNELS and WOOLENS.
HABERDASHERY.
DRESS TRIMMINGS.

LACES and HAMBURGS.
LADIES' and CHILDREN'S HOSIERY.
LADIES' KID GLOVES.
MILLINERY.
CORSETS.
GENTLEMEN'S FURNISHINGS.

TRUNKS and VALISES.
GENTLEMEN'S CLOTHS.
BLANKETS and QUILTS.
DRESS SILKS and VELVETS.
CLOAKS & MANTLE CLOTHS.
FURS and FURLINED GARMENTS.

LADIES' UNDERWEAR, BABY LINEN AND LADIES' AND CHILDREN'S WATERPROOFS.

Manchester, Robertson & Allison

KING STREET, ST. JOHN, N B.

the great government railway of Canada, with the whole Grand Trunk system and all its connecting lines. By sea it has direct communication with Boston and Portland, London, England; the West Indies; and in winter with Liverpool, Glasgow, Dublin, Belfast and Aberdeen, with an occasional steamer from continental ports. And last winter ocean business was only in its infancy. In summer the tide of tourist travel sets toward St. John, in annually greater volume, drawn by its climate, its scenic attractions, and its proximity to other provincial places that yield pleasure to the tourist and sportsman.

Apart from its own attractions for the visitors, St. John is the natural centre from which tourists branch off to any or all parts of the Maritime Provinces. Omitting the extremity of Cape Breton, there is no point of interest in New Brunswick, Nova Scotia or Prince Edward Island, on direct lines of communication, that cannot be reached from St. John inside of twelve hours.

ITS CENTRAL POSITION.

For example, Dalhousie and Campbellton on the Restigouche, away up on the Quebec border, are reached in less than ten hours: Grand Falls, on the St John River, up near the northern Maine border, ten hours: Yarmouth, the extreme western point of Nova Scotia, eight hours: Truro and Halifax, less than ten hours; Bridgewater and Lunenburg, Parrsboro and Pictou, less than twelve hours; Charlottetown, P. E. Island, twelve hours; and even Sydney, at the extremity of Cape Breton, less than eighteen hour

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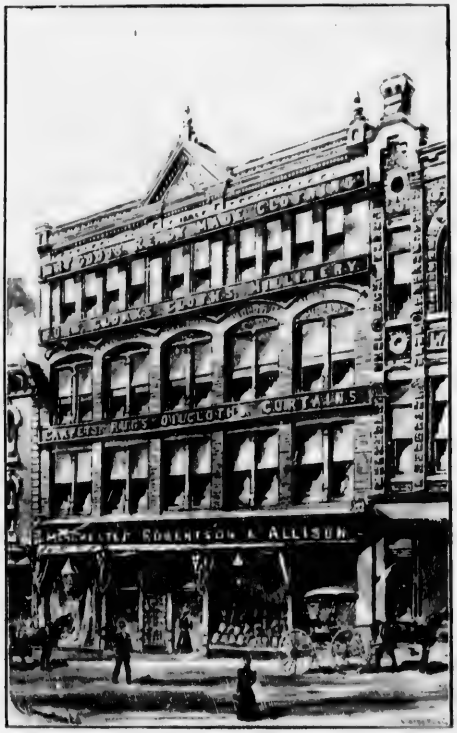
ST. JOHN, N. B.



GERMAIN STREET

Dry Good Entrance:
27 & 29 KING STREET.

Carpet and House Furnishings:
39 & 41 GERMAIN STREET.

Furniture Warerooms:
13 & 15 MARKET SQUARE.

Carpets, Oilcloths, Linoleums, Curtains and House Furnishings.

Men's and Boys' Clothing.

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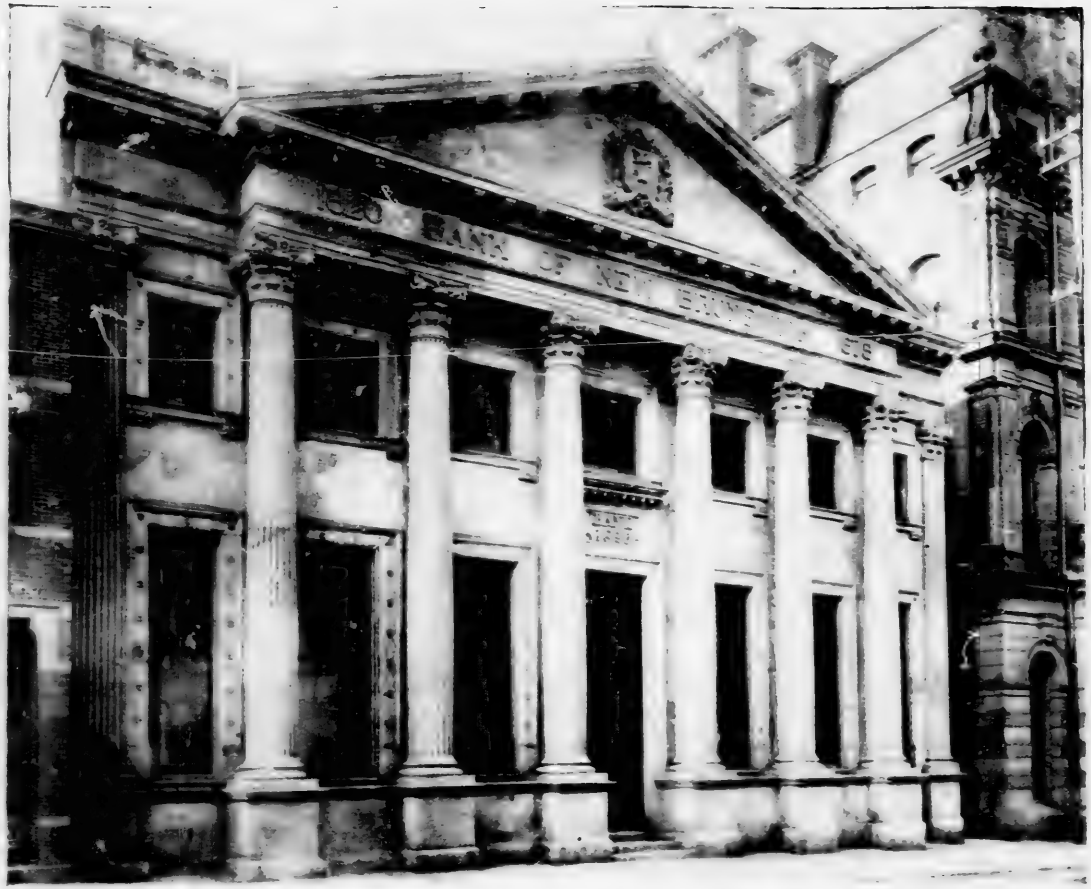
GERMAIN STREET, ST. JOHN, N. B.

But these are the long distances. Such New Brunswick points as St. Andrews and St. Martins, on the Bay of Fundy; the islands of Grand Manan and Campobello; St. Stephen, opposite Calais, Me., on the St. Croix; Fredericton and Woodstock, on the St. John River; Sussex, Moncton, Sackville and Amherst, on the Intercolonial Railway; Chatham and Newcastle, on the Miramichi River; Bathurst, on Bay Chaleur; and other points of interest are within two to six hours ride of St. John. And, by means of the various connecting lines, round trips can be made from St. John that will include many of these points in a short and delightful tour. Turning again to Nova Scotia, the town of Digby, the gateway to the Annapolis Valley and Land of Evangeline, is only two hours by steamer across the Bay of Fundy from St. John, while Annapolis, Bear River, Bridgetown, Middleton, Kentville, Wolfville and Windsor, and other well known places in the valley and along the shores of the Basin of Minas are reached from St. John, via Digby, in three to nine hours. A fine round trip is that from St. John across the bay and through the valley by the Dominion Atlantic Railway to Halifax; and back to St. John by the Intercolonial Railway, by way of Truro, Amherst, Sackville, Moncton and Sussex.

THREE NOTABLE FEATURES

The summer visitor to the Maritime Provinces is interested in many things, but three objects appeal to him with especial force. He desires to witness the remarkable tidal phenomena of the Bay of Fundy; to see the magnificent St. John River, which Rev. T. DeWitt Talmage has



Bank of New Brunswick, GEO. A. SCHOFIELD, Manager, - St. John, N. B.

For further particulars see page [illegible]

Bank of New Brunswick, GEO. A. SCHOFIELD, Manager, - St. John, N. B.
For further particulars see page [illegible]

PRINCE WILLIAM STREET, ST. JOHN, N. B.

described as the "Rhine of America" and the "Land of Evangeline." With St. John as a centre, the tourist is at the mouth of the St. John River, with its famous "reversible" falls; he is on the shore of the Bay of Fundy, with its tidal rise and fall of 27 feet in the harbor; and a sail of two hours, in the palatial, Clyde-built steamer "Prince Rupert," takes him across the bay to Digby, where he has the lovely Annapolis Basin at his feet, and the valley, with its renowned orchards, stretching away to the shores of Minas Basin, through the very heart of the "Land of Evangeline."

For these reasons alone the well-informed tourist, makes St. John his headquarters, and from that point plans his summer outing.

UNRIVALLED CLIMATE.

After all, when the great cities are sweltering under the blaze of a mid-summer sun, the conditions most to be desired are coolness and comfort. From this standpoint, more perhaps than any other, St. John is the ideal resort. During the months of July and August, 1896, the highest point registered (and that only once) by the thermometer, in the Meteorological Observatory, at St John, was 82°; the lowest, between 7.30 a. m. and 4 p. m., was 49°. The general range between those hours during that period was from 55° to 75°, the average being between 65° and 70°. Such an occurrance as sunstroke is unknown in St. John; and even on days when the weather at interior points in the province is too warm for perfect comfort, the "city

BANK OF NOVA SCOTIA,

THOMAS B. BLAIR, Manager,

ST. JOHN, N. B.

For further particulars see page 671.

DOCK STREET, ST. JOHN, N. B.

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MANUFACTURERS and DEALERS IN

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Building and Monumental Work.

And all Kinds of Cemetery Work Polished and Hammered.

ESTIMATES FURNISHED ON APPLICATION.

CHARLOTTE STREET, ST. JOHN, N. B.

by the sea" enjoys a cool and refreshing air. The effect of the change from the stifling air of sun-baked cities farther south, or inland, to the bracing and delightful summer climate of St. John is something that must be experienced to be fully appreciated. Appetite is restored, the color comes back to the cheek; and life, instead of being something simply to be endured, becomes a pleasure; the subject of the change becomes instantly interested in his or her surroundings, and eager to enjoy to the full the health-giving and delightful experience of a summer outing under almost ideal conditions.

Visitors to many summer resorts find their pleasure sadly marred by mosquitos, "industrious little critters, singin' as they toil." Neither mosquitos nor black flies disturb the slumber of the visitor to St. John.

The sanitary condition of the city is exceptionally favorable to good health. Having an elevated position for the most part, its sewerage system has perfect drainage into the harbor, the constant ebb and flow of whose tides remove all trace.

There is no malaria, or any physical debility arising from unsanitary condition to be feared. There are good bathing facilities on the Bay Shore, close to the city.

HISTORIC CONSIDERATIONS.

If the visitor to St. John be a citizen of the United States, he remembers that this city was founded in the year 1783, at the close of the American Revolution, by some three thousand

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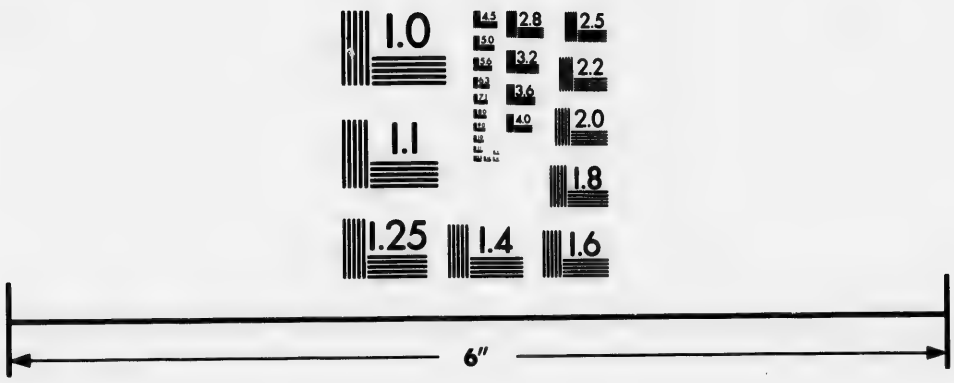

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Sells Everywhere. Send One Dollar for Sample Can.

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JOHN HOPKINS,

186 Union Street, ST. JOHN, N. B.

UNION STREET, ST. JOHN, N. B.

loyalists, who preferred this voluntary and arduous exile to the acceptance of Republican ideas and the renunciation of their allegiance to the English throne; and he is no doubt curious to learn how it has fared with their descendants in the century and more that has since elapsed. In a small, shady square, in the heart of the city, he finds the graves of many of the pioneers, the crumbling slabs bearing the quaint inscription of a century ago. And whoever the visitor may be, he will remember that, linked with the discovery and earliest history of this spot, the names of Champlain, La Tour and other adventurous Frenchmen lend to the annals of that period (the first half of the seventeenth century) the charm of daring achievement and old world romance.

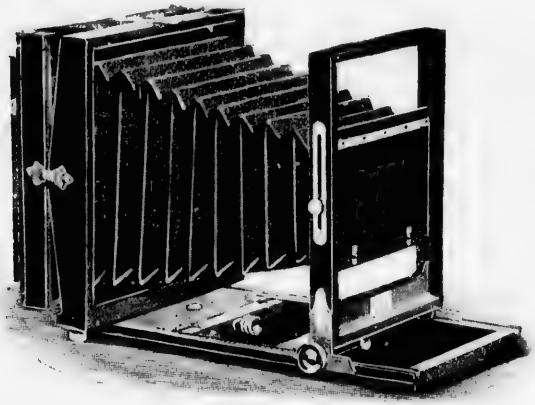
BEAUTIFUL FOR SITUATION.

St. John is not "a city set upon an hill," but rests upon and on the slopes or at the base of several. The principal business portion rests upon a small but high peninsula, having the harbor on one side and the narrow Courtenay Bay on the other. Across the harbor is St. John West, lying at the foot and along the slope of Carleton Heights, quite a lofty elevation running parallel with the peninsula referred to. Nearest the west side the river enters the harbor. What is termed the North End of the city extends along the head of the harbor, and but for the river would unite the east and west sides; it also branches off and runs back irregularly to the shore of the river, where the latter broadens into a beautiful basin above the falls and bridges. Behind and overlooking the North End are the highest elevations about the city, Fort Howe and Mount

A. E. CLARKE

32 King Street, St. John, N. B.

PHOTOGRAPHIC SUPPLIES.



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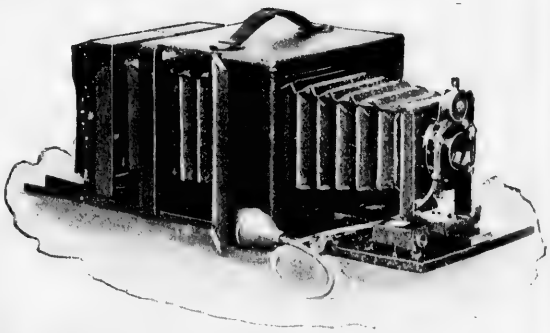

PHOTOGRAPHS OF CITY AND SURROUNDINGS.

MARSH ROAD. ST. JOHN, N. B.

Pleasant. The irregular and rugged conformation of the land has caused the city to be spread over a considerable area, in an irregular manner. From the lofty heights unrivalled views are obtained, embracing the city, the harbor with Partridge Island at its mouth, the Bay of Fundy, and a long stretch of coastline; and, inland, the fields and woods, hill and valley, river glimpses and charming nooks, uniting in one grand panorama of picturesque beauty. On very clear days, the coast of Nova Scotia is visible from St. John.

IN THE CITY ITSELF.

Apart from other considerations, the city itself has notable features of interest. The visitor will find pleasure in noting the clean streets, asphalt sidewalks, handsome business blocks, wonderfully attractive stores, the electric street railway, the great electric light and power station, with its circular chimney 175 feet high; the splendidly organized fire department, the exhibition buildings, public institutions, handsome churches and school houses, the neat and commodious Opera House, the factories, the great lumber mills, the harbor and shipping, and other features of a progressive city.

There are no large squares, but several small ones are kept very beautiful by the efforts of the Horticultural Association, aided by an annual grant from the city; and on the benches under the trees, surrounded by beds of beautiful flowers, between the various walks, the air filled with delicate fragrance, the visitor may find both rest and pleasure.

THE

CURRIE BUSINESS UNIVERSITY.

ST. JOHN, N. B.

THE above University is located at BERRYMAN'S HALL, Corner of CHARLOTTE and PRINCESS STREETS, and is the largest Institution of its kind in Canada. Its location is central, and the entire building above the ground floor, covering a floor area of more than nine thousand feet, is exclusively occupied by this School.

The building is lighted on three sides by forty-three windows, and is provided with separate cloak rooms and lavatories for ladies and gentlemen.

J. R. CURRIE,

Catalogue Free. **Principal.**

CITY HALL, ST. JOHN, N. B.

Speaking for a moment of the industrial life of the city, there are cotton mills, rolling mills, iron and brass foundries, wood working factories, biscuit factories, confectionery works, brush and broom factories, shoe factory, tannery, nail factories, saw factories, axe factories, wire fence works, corn mills, lead and paint works, engine and boiler works, machine shops, breweries, soap factories, pork packing establishments, furniture factories, several fish-packing houses and various other industries besides lumber mills.

That St. John was swept by a fearful fire in 1877, need only be mentioned here to make the point that from the ashes rose a city of modern aspect, the old wooden houses being replaced by handsome blocks of brick and stone.

THE LUMBER INDUSTRY.

At the head of the harbor and scattered along the river a mile or two above the harbor are over a dozen large saw mills, most of them owned by American citizens. These mills cut over

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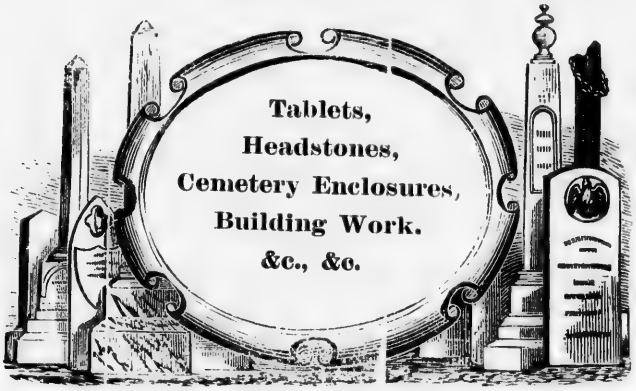

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CUSTOM HOUSE, ST. JOHN, N. B.

150,000,000 feet of lumber each year. The logs are floated down the St. John River, some of them from the State of Maine and some from Quebec province, as well as from New Brunswick, for the head waters of the St. John reach up into both Maine and Quebec. In addition to the cut of these mills, nearly as much more lumber comes in by rail, or in schooners from Bay of Fundy ports; so that the total quantity of lumber annually shipped from St. John sometimes reaches 300,000,000 feet It goes in schooners to United States ports, the West Indies and South America, or in steamships and large sailing vessels to British and continental ports with occasional cargoes to Australia and South Africa. The harbor therefore always presents a busy appearance in summer, for besides the steamers plying to various ports, and the numerous coasting schooners going to and from the Bay of Fundy ports, there are always steamships and sailing craft taking cargoes of lumber. Besides numerous coasting schooners and fishing craft, there are small steamers plying to the various near-by ports, while barges and schooners are continually arriving with coal from the Nova Scotia mines. There is a daily steamer service to Boston by the I. S. S. Co. (in summer), a fortnightly service to London, England and monthly to the West Indies and Demerara. St. John is therefore an important seaport, and its citizens have a good deal of money invested in shipping. They have in the last few years sold many of their wooden ships and and are now investing in steamships. A large one was launched on the Clyde, in 1896, for St. John owners, and two more are building. These are large modern freight steamers for ocean trade.

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Lady in Attendance.

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CANADA'S WINTER PORT.

In former years, from the time of the closing of the St. Lawrence in the fall until it opened again to navigation, the products of Western Canada destined for British ports were shipped from United States ports, chiefly from Portland, Maine. As soon as the extension of the Canadian Pacific Railway to St. John was talked of, the citizens felt that their great dream of their port becoming the chief winter port of Canada was about to be realized. With a fine harbor, having a most enviable record as a safe one to enter, and never obstructed by ice, they felt that the traffic should be diverted from foreign ports in their direction. After the great railway was completed the city contributed lavishly to give the company access to the harbor front, and also to assist in the construction of a grain elevator and to provide better wharf accommodation. It was not, however, until the winter of 1895–96, after the city had expended well up to half a million dollars, that the trade began to flow in their direction. After earnest and determined pressure the federal government granted a subsidy to the Beaver Line of steamers to Liverpool, and increased the subsidy to the Furness Line, on the London route. The Donaldson Line, running to Glasgow, come without any subsidy. Satisfactory rates were arranged between the steamers and the railway, and during that winter twenty-six cargoes were sent forward from the Canadian Pacific terminus to British ports. For the winter of 1896–7 more satisfactory terms were arranged, and in addition to the three lines named the Head Line arranged sailings to Dublin and Belfast, while

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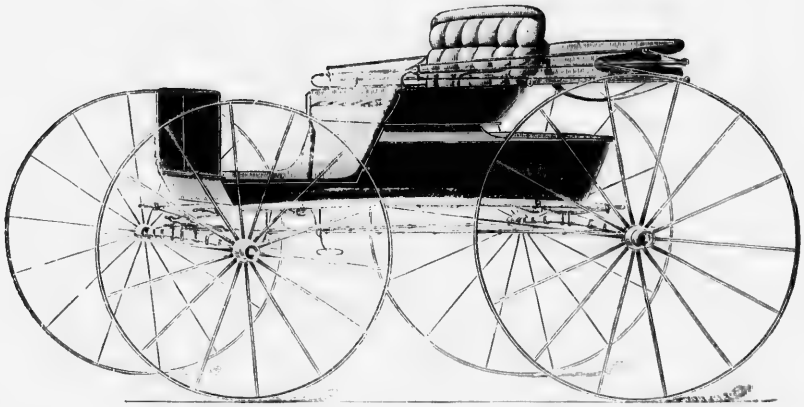

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TELEPHONE 547.

OPERA HOUSE, ST. JOHN, N. B.

one steamer loaded for Aberdeen. In all, forty-seven cargoes went forward, and as some of the steamers were of larger tonnage, there was an increase of about fifty per cent over the business of the previous winter. Among the produce shipped was a large quantity of flour, bran, grain, meats and some other goods from Minneapolis and Chicago, which illustrates the far-reaching character of the new business of the port. Meanwhile the city is expending further large sums in the extension of wharf facilities, and is pressing vigorously upon the Canadian government the claim that as this is in a sense a national work, and in the interest of the trade of all Canada, therefore the work of further improvement of the harbor should be assisted by the government, in conjunction with the great railway whose interests are identical with those of the port that is its eastern terminus. The Canadian Pacific Railway Company have lately sent a special agent to the West India

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Islands, and have arranged with Pickford & Black's line of steamers for a joint freight tarriff, placing St. John on an equality with United States ports in the matter of sending Canadian products to the islands. This will result in a largely increased trade in that direction, all the year round. Thus, while St. John is so situated as to be the chief distributing centre for the trade of the provinces; and is also, owing to its proximity to iron, coal and lime deposits admirably situated to become the centre of great manufacturing enterprises, it is every year growing in importance as a port for the handling of through trade, to and from the west. The following table of distances will be found of interest in this connection:

TABLE.	Miles.	Time. h. m.	Fare. $ c.
Amherst, I. C. R.	138	6 00	3 76
Annapolis, D. A. R.	58	4 00	2 00
Albert, I. C. R. and S. & H.	121	5 00	3 65
Bangor, rail	204	7 00	6 25
Bathurst, I. C. R.	211	6 35	4 98
Bridgetown, D. A. R.	79	4 35	2 50
Boston, rail	450	15 00	8 50
Boston, I. Steamers	350	21 00	5 00

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MARTELLO TOWER, ST. JOHN, N. B.

Chatham, I. C. R.	170	5 30	4 50
Charlottetown, P. E. I., via Summerside	202	12 10	5 95
Charlottetown, via Pictou	329	15 15	7 40
Chicago, C. P. R.	1340	44 00	26 50
Campbellton, I. C. R.	274	9 30	5 98
Dalhousie, I. C. R.	271	9 12	5 97
Dorchester, I. C. R.	117	4 26	3 24
Digby, Stmr., D. A. R.	40	3 00	1 50
Fredericton, C. P. R.	66	2 40	2 00
Fredericton, Stmr.	84	6 00	1 00
Grand Manan, Stmr.	55	5 00	2 00
Grand Falls, C. P. R.	208	10 05	6 10
Hamilton, C. P. R.	865	32 30	20 50
Halifax, I. C. R.	275	11 15	6 00
Halifax, via D. A. R.	195	9 45	4 50
Kingston, C. P. R.	694	29 30	19 10
Kentville, via Digby	109	6 25	3 25
London, C. P. R.	930	36 00	21 10
Middleton, D. A. R.	93	5 15	2 85

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Moncton, I. C. R.	89	3 40	2 67
Montreal, C. P. R.	481	18 00	14 50
Montreal, I. C. R	750	24 55	13 50
Newcastle, I. C. R.	167	5 40	4 28
New York, rail	670	24 00	14 00
New Glasgow, I. C. R.	258	10 45	5 72
Ottawa, C. P R.	601	21 34	17 50
Portland, Stmr	248	20 00	4 00
Portland, rail	340	11 00	7 00
Pictou, I. C. R.	269	11 15	5 90
Quebec, I. C. R.	580	21 30	12 55
St. Stephen, Shore Line	82	3 15	2 50
St. Stephen, C. P. R.	117	4 40	3 60
St Andrews, C. P. R.	126	5 00	3 58
Sussex, I. C. R.	44	1 50	1 32
Sackville, I. C R.	129	5 00	3 58
Salisbury, I. C. R.	76	2 50	2 28
Springhill Mines, I. C. R	160	7 00	4 25

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Truro, I. C. R.	215	9 25	5 02
Toronto, C. P. R.	825	30 30	20 00
Vancouver, C. P. R.	3387	168 00	78 00
Victoria, C. P. R.	3571	170 00	78 00
Woodstock, C. P R.	135	6 00	3 60
Winnipeg, C. P. R.	1905	84 00	50 55
Windsor, via Digby	134	9 00	4 00
Yarmouth, via Digby	92	8 00	3 30
Yarmouth, Steamer	90	10 00	2 50

THE FALLS AND BRIDGES.

The singular tidal phenomenon, known as the "reversible falls," is a feature of great interest to all who visit St. John. The St. John River is about 450 miles long, and has many tributaries several expanding into large lakes. Less than a mile above the head of the harbor, the river after widening into a broad and beautiful basin, suddenly narrows and pours its waters into the harbor through a high walled gorge, which in one place is less than 500 feet in width. At the very head of the gorge are the falls. When the tide is at low ebb in the harbor, there is a fall of 15 feet in that direction. When the tide is at flood, it rises higher in the gorge than the level of the basin above, and there is a fall toward the basin. When it is half tide, the surface is smooth, and vessels go up and down in safety. At low or flood tide they cannot, and death is the fate of any boatman caught by the current and carried into the whirling waters.

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VIEW IN ROCKWOOD PARK, SHOWING LILY LAKE, ST. JOHN, N. B.

The gorge below the falls is spanned by a suspension traffic bridge, with a span of 640 feet, and 70 feet above the highest tide; and by a cantilever railway bridge, with a span of 477 feet. A remarkably picturesque view is obtained from the Suspension Bridge. The harbor and the south and west sides of the city, a glimpse of the bay and the shore eastward are below; above is the beautiful basin, walled by lofty hills, with numerous large saw-mills on its shores and river craft on its surface, while schooners loading lumber for United States ports lie at the wharves beside the mills; and crowning the height to the left is the pretty suburb of Fairville. Away on the right the city stretches down to the shore of this basin, at what is called Indiantown, where there are wharves and warehouses, and where the river and lake steamers and sailing craft have their landings. Right at the end of the Suspension Bridge, on a lofty height, with a charming location and outlook, are the shady grounds and buildings of the Provincial Lunatic Asylum.

THE PUBLIC PARK.

Just behind Mount Pleasant, shut off completely from view of the city, but within five minutes walk of one portion of it, a lovely little sheet of water named Lily Lake, nestles among the hills. It would scarcely be possible to imagine a more charming site for a public park than the picturesque surroundings of this lovely lake. Nature has been unusually lavish in scattering her charms, and until within a year or two the place had remained in a wilderness state. But the St. John Horticultural Association was organized, secured over two hundred acres of land around the lake, and proceeded to make it a public park. Aided by public generosity and an annual

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LILY LAKE, ROCKWOOD PARK, ST. JOHN, N. B.

civic grant they have completed a charming carriage drive around the lake, and made other improvements. The property includes at one side what were once the grounds of a palatial private residence, with bits of lawn, great shade trees and drives through groves of evergreen. There are boats on the lake, and a few deer, swans, pheasants, rabbits and other animals have been secured, to form the beginning of a zoological collection While this park is, comparatively speaking, still but a wilderness, it is being made more attractive every year, and on a fine summer Sunday thousands of citizens are be found there. It is expected that the Street Railway Company will extend their line all the way to the park during the present summer.

THE BAY SHORE.

During summer a line of vehicles runs from the city to what is called Duck Cove, on the shore of the bay, just beyond the west end of the city. The place is growing in popularity every year with dwellers in summer cottages, and with all who love a stroll on a fine beach within sight and sound of old ocean. It is a favorite resort for small picnic parties, and also offers excellent facilities for bathing.

In exactly the opposite direction from the city, there is a very delightful drive around the head of Courtenay Bay and down along the shore to Red Head and Mispec. When the tide is rolling in with a fresh breeze the view along this shore is particularly fine. The indescribable fascination of the sea weaves its wonderful spell on the beholder and urges him to linger in its embrace.

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LILY LAKE, ROCKWOOD PARK, SHOWING COVE, ST. JOHN, N. B.

INLAND PLACES.

But there are other charms. A drive of some ten miles over smooth roads inland brings the visitor to Loch Lomond, a fine large sheet of water with an excellent hotel (Ben Lomond House) on the shore and good boating and fishing privileges. Several fishing clubs have small club houses near this lake. It is not a great fishing resort, but yields considerable sport, and has lately been stocked for future supply But the lake is beautiful, and the drive to its shores is a pleasing one through a picturesque country. This is one of the favorite runs for wheelmen from the city.

If any place more than another in the near vicinity of St. John justified a lavish use of superlatives, that place would be Rothesay, nine miles out, and reached either by carriage or at almost any hour of the day by trains of the Intercolonial Railway. There are more beautiful summer residences at Rothesay than anywhere else near St. John. It lies on the shore of what is perhaps the most attractive stretch of the Kennebeccasis River, a tributary of the St. John, of great width at this point, and famous, years ago, as the course over which were rowed races for the world's championship, in the days when a St. John crew won and held that honor. The old race course is just below Rothesay Besides the family homes at Rothesay, quite a large number of young gentlemen have little summer cottages of their own by the shore. Small yachts and sailing craft are largely in evidence, the magnificent sheet of water affording unrivalled facilities for pleasure afloat. The drives and walks about Rothesay are very attractive. There are three private

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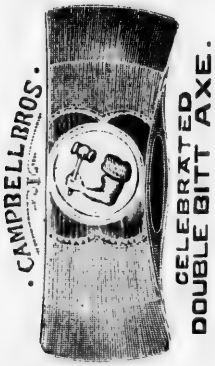

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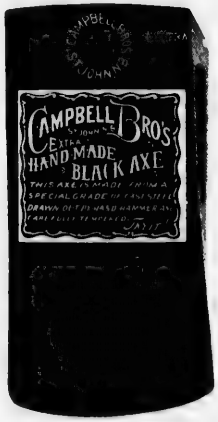

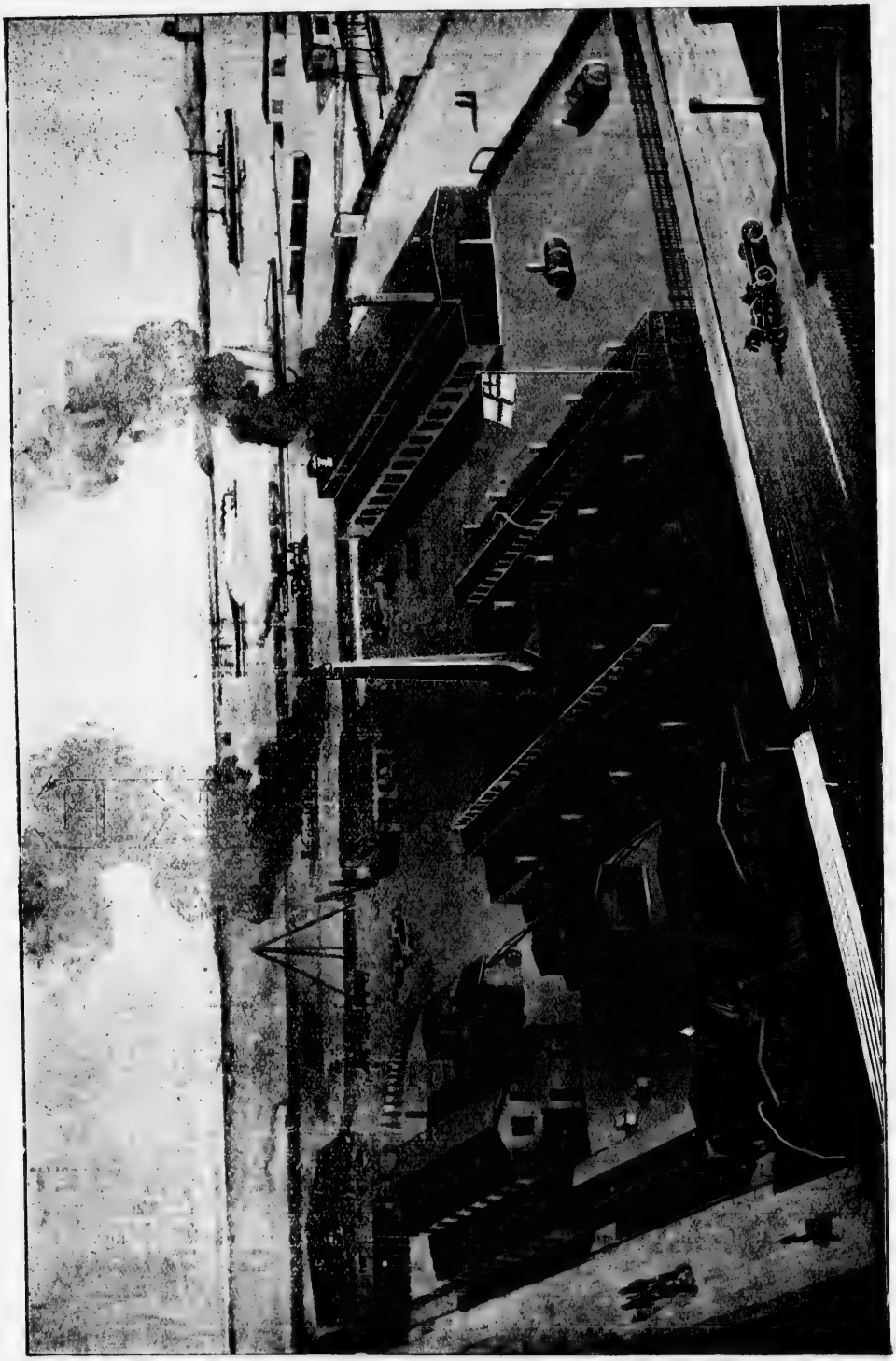

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BALL'S LAKE, ST. JOHN COUNTY, N. B.

academies of provincial fame in the place. An admirably equipped hotel is situated close beside the railway station. A carriage drive from the city to Rothesay takes the visitor through very pretty and in places exceedingly picturesque scenery; and for some miles along the shore of the river, which here has the breadth and dimensions of a great lake. No visitor goes to Rothesay in summer without experiencing the keenest pleasure, and a desire to remain to the full limit of the time at his disposal.

There is still another pleasure resort within easy reach of the city. Westfield, some twelve miles out, is on the main St. John River, and also on the line of the Canadian Pacific Railway. The place has many summer visitors and quite a number of St. John people spend the summer there, being able here, as at Rothesay, to go to and from their business by train. The broad, majestic river is at its feet; the opposite shores present varied and beautiful scenery, and the country round about it abounding in lovely fields, pleasant groves and stretches of woodland. These combined make Westfield an ideal summer home. There is a hotel at the place, where visitors find good accommodation.

A pleasant short trip from St. John is that to Milledgeville and Bayswater. A line of busses runs from Main street, corner of Adelaide Road, North End, to Milledgeville, where the club house of the St. John Yacht Club is located. From Milledgeville a ferry steamer runs across the Kennebeccasis Bay to Bayswater, a very charming trip, showing glimpses at one point of the main St. John River, and continually unfolding a rarely picturesque and varied panorama of scenic beauty.

The St. John Rural Cemetery, a mile or so out of town, on high ground overlooking a pretty valley, is a very beautiful City of the Dead. The cemetery company have cut no more than was necessary of the towering evergreens that covered the ground, and there is therefore a shady cool-

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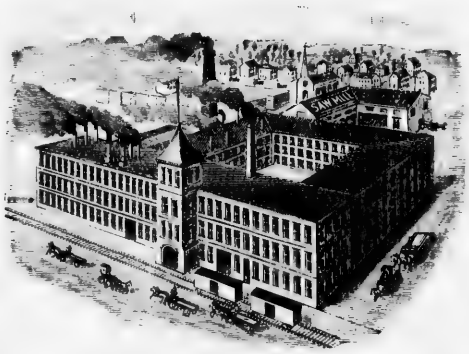

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Manufacturers of High Grade Vehicles only, of all kinds.

IKE TREADWELL, THE FAMOUS FISHERMAN AND GUIDE OF LOCH LOMOND, N. B,. AND VICINITY.

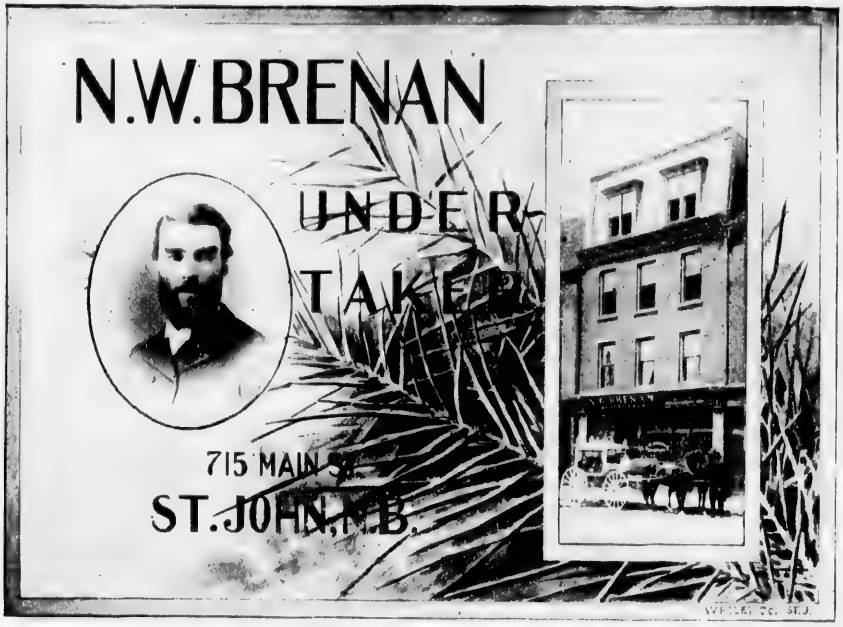
ness in the well kept walks. The place is well cared for and every attention is given to make it pleasing to the eye. A line of vehicles is running at all hours of the day between King Square in the city and the main gate of the cemetery. It is proposed to give to the place the name Fern Hill, which would be singularly appropriate, for ferns grow there in great beauty, and one may gather, in one section, a complete collection of all varieties of ferns to be found in the neighboring country.

A TRIP TO HAMPTON.

A pretty little steamer runs on the Kennebeccasis, between St. John and Hampton. The latter place, which is also on the line of the Intercolonial Railway, is the shiretown of Kings County, and quite a number of St. John people have summer houses here. It is only 22 miles out of the city. The trip from St. John by steamer is a favorite excursion, and is one that no summer visitor should miss. Starting from the wharf at Indiantown, the steamer runs up the main St. John, under the shadow of the frowning cliffs, which there abound, turns into the broad Kennebeccasis Bay, passes the famous boat-racing course, the villages of Rothesay and Clifton, smiling across at each other from either side of the broad water; passes pretty islands and wooded shores; finds the stream gradually narrowing, and presently steams along with an often winding course through a lovely valley of rich farm lands, guarded by lofty, wooded heights. There is a gradual transition from rugged and imposing grandeur to quiet pastoral beauty, and the extremely pretty surroundings of Hampton make it a fitting terminus of such a journey.

ACROSS THE BAY.

The voyage across the Bay of Fundy, from St. John to Digby, formerly taking three to four hours, has been reduced to two hours by the Clyde-built steamer Prince Rupert. This long, low lying, and elegantly equipped steamer reminds one of those crossing the English Channel. There is no more finely equipped craft in provincial waters. The trip across the bay and back is a very



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North Side.

MINISTER'S FACE, LOCH LOMOND, N. B.

popular one with excursion parties, and in fact with everybody who likes the sea—with the accompaniments of luxurious accommodation and fast time en route.

From Digby the traveller can go, by rail, to Annapolis, or Yarmouth to Halifax; or from Middleton Junction to Bridgewater and Lunenburg — in fact all Nova Scotia is traversed by connecting lines. In sailing out of St. John harbor the traveller gets a magnificent view and is also strongly impressed by the approach through the narrow channel to Digby and the broad far stretching and beautiful basin that so unexpectedly opens up to the vision.

OTHER NEAR-BY PLACES.

St Stephen, N. B. and Calais, Me., separated by the St. Croix River, may be reached by three different routes from St. John. The traveller may go by the Canadian Pacific Railway or by the Shore Line Railway, or he may take the steamer to Grand Manan or Eastport and thence sail up the Passamaquoddy Bay and the St. Croix. St. Andrews, on the above named bay, where the famous Algonqnin and other summer hotels are situated, may be included in this round trip, or the visitor may also go to St. Andrews direct by rail from St. John.

By taking the train to Hampton, on the I. C. R., and there taking the Central Railway train, the tourist arrives at St Martins, on the Bay of Fundy shore, and a summer resort of very great beauty, within only a few hours of St. John, with which it is also connected by a stage line.

Hamm's Livery Stable

J. B. HAMM, - - Proprietor.

Particular Attention to Boarding and Sale of Horses.

HACKS AT ALL TRAINS AND STEAMERS.

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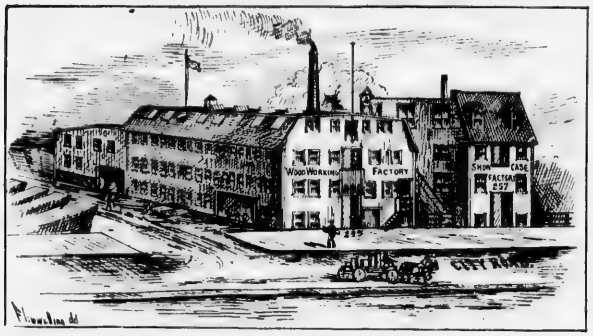

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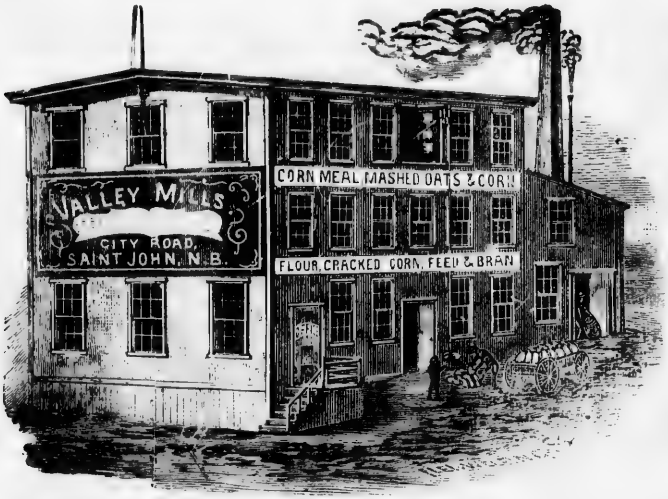
The beautiful village of Sussex, on the I. C. Railway, 44 miles from St. John, is a place greatly admired by visitors, who reach it through the lovely Kennebeccasis valley, one of the most attractive in the provinces. Sussex Vale (so called the land of milk and honey), one of the finest farming districts in New Brunswick, has been written and spoken of in terms of the highest praise by tourists from the United States and the British Islands.

A ROUND TRIP.

For those having the time and inclination a delightful round trip could be taken from St. John as follows: Go by the Intercolonial Railway to Campbellton, on the Restigouche, the extreme northern limit of the province; thence by rail or carriage to Dalhousie, a few miles down river, where the famous Inch Arran Hotel is located; back by rail to Bathurst, a pretty town on an arm of Baie des Chaleurs; by rail from Bathurst along the south shore of the famous bay to Caraquet, Shippegan and Miscou; down the gulf shore to Tracadie, where is situated the Canadian Lazaretto; thence by carriage along the shore to Neguac or Miramichi Bay, passing the finest brant, goose and duck shooting grounds (from Shippegan to Miramichi) in the provinces; from Neguac by steamer up the Miramichi to Chatham and Newcastle; by rail from Chatham to Marysville and Fredericton; by rail or river to Woodstock, and thence on to Grand Falls; by another line from Woodstock to McAdam Junction and on to the St. Croix, St. Andrews and the islands in the bay, and thence back to St. John. Such a tour would cover the province pretty well, and take the visitor within reach of all the great fishing resorts as well as to most of the leading towns.



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Prizes Offered Every Week for Best Shooting and Bowling.

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DRURY COVE (SHOWING SETTLEMENT), ST. JOHN COUNTY, N. B.

FISHING RESORTS.

It is unnecessary in this article to speak particularly of the fishing streams and lakes within easy reach of St. John Such may be reached by rail or by carriage in several directions from the city Loch Lomond is a sure place, and there are many smaller lakes. Bonny River, on the Shore Line Railway, is a favorite stream, and there are lakes in that vicinity. The sport to be got close to the city is, of course, not nearly as good as will reward the fisherman who goes to more remote sections of the province, but the numerous devotees of rod and reel who reside in St. John are able to get good fishing without going far afield, and the visitor can do the same The hotel proprietors and leading local sportsmen can be relied on to give him all needful information without any intrusion of self-interest. And there is a Tourist Association, whose sole purpose is to attract visitors and encourage them to come again.

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The following are the principal MERCHANTS, MANUFACTURERS, STEAMBOAT AGENTS and BUSINESS FIRMS in St. John: M. D. Austin, grocer and commission merchant; C. W. Brannen, proprietor S. S. May Queen; G. & E. Blake, plumbers and gas-fitters; Campbell Bros., Spring, Axe and Edge Tool Works; A. E. Clarke, photographer's supplies, etc; A. Christie Woodworking Co, doors, sashes, mouldings, etc.; J. Cullinan & Son, clothiers, etc.; T. C. Donald, druggist; J. D. Driscoll, billiard saloon; E. B. Eddy Co., paper and match manufacturers; James Elliott, ship and anchor smith; C. & E. Everett, hats, caps and furs; Thomas Finlay, harness-maker; Fowler & Calhoun, corn and grist mills; A. Gilmour, tailor; John J. Gordon, Gordon Wire Nail Works; Thomas Gorman, wholesale grocer,

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Country Produce consigned to me sold at highest market prices and quick returns made. Consignments solicited. Produce of all kinds taken in exchange for goods.

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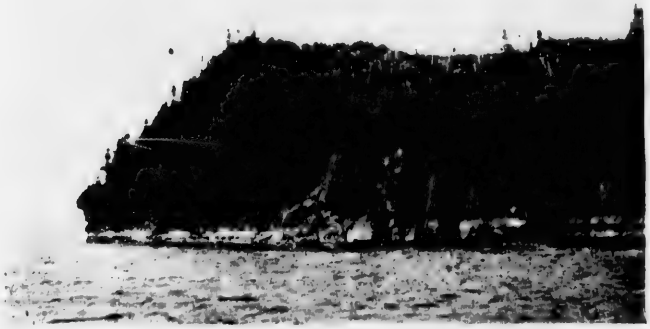

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VIEW OF COVE ON THE ST. JOHN RIVER, N. B.

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THE ST. JOHN RIVER.

It is possible to take a canoe at St. John, paddle up the river, make a very short portage, and then float down the Miramichi River to its mouth Going farther up the St. John waters, an equally short portage brings the tourist to the Restigouche system, down which he can float to Campbellton and Baie des Chaleurs. Or, reversing it, he can go up either the Restigouche or Miramichi and portage across a few miles to the St. John system. And going down the St. John he can make side trips to charming lakes with which on its lower waters it is connected. The tributaries of the three great rivers named come so close together that they may almost be said to interlace; although they reach the sea at points very widely separated They afford, therefore, a series of routes for canoeing trips that present wonderful attractions. It is also possible with a short portage to pass from the Lower St. Lawrence to the St. John system, and so down to the shore of the Bay of Fundy. One of a party who made this journey, a few years ago, wrote an enthusiastic account of the experience. The party moved along leisurely, and for more than a week on one portion of the route near the Quebec border, saw no human habitation save perhaps a vacant lumberman's camp.

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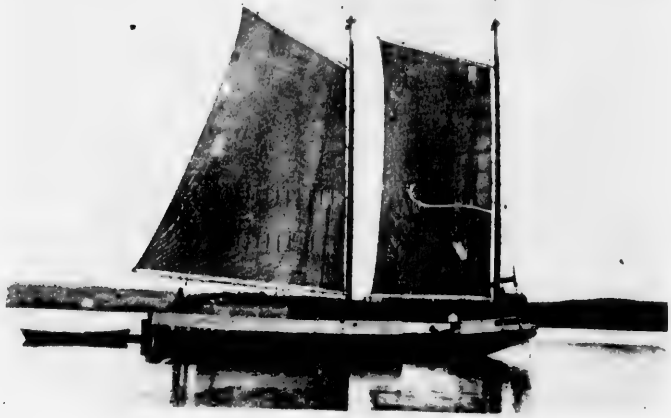
BAYSWATER, KENNEBECCASIS RIVER, N. B.

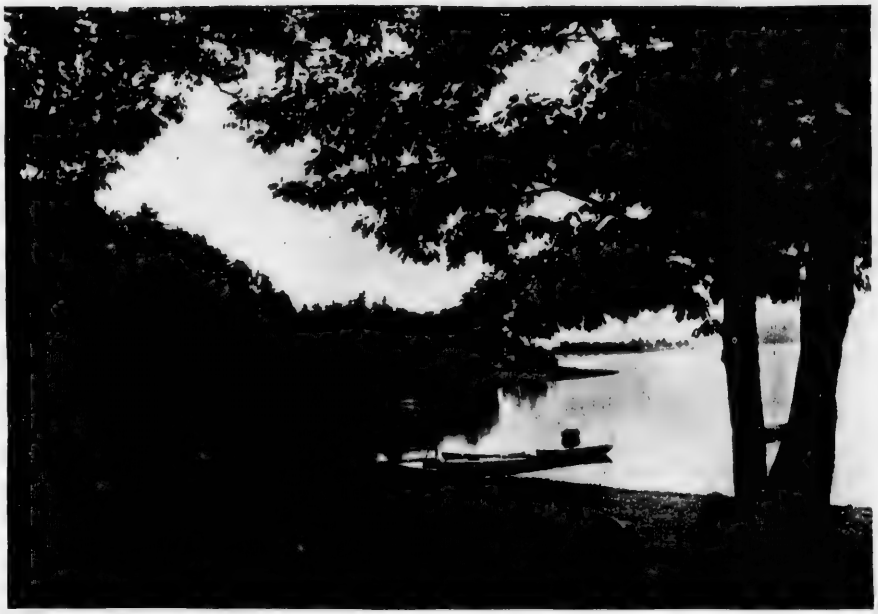
The St. John River has been called the Rhine of America, and has been favorably contrasted with the Hudson. Such allusions serve to convey the idea that it is a very beautiful river, but they do not describe it. Indeed the description, save in general terms, is no easy task. You have at its mouth the broad basin, the narrow gorge and wonderful "reversible" falls, described in the general article on St. John. Some 225 miles from its mouth are Grand Falls, with a perpendicular fall of 74 feet into a rock-walled, winding gorge of singular picturesqueness. Between its mouth and Grand Falls every variety of lovely and picturesque scenery is witnessed; while beyond that point the main stream and its tributaries reach away up into the State of Maine and the Province of Quebec. The total length of the river is 450 miles Reference to a good map will show that in the portion of Quebec province lying between the St Lawrence River and the border of Maine and northern New Brunswick, the summit of the watershed which there runs parallel with the St. Lawrence, is seldom more, and sometimes less, than 30 miles from that river. The result of this is that a very large section of that part of Quebec is drained southward by streams running toward or forming part of the St. John system. As proof of this, it may be noted that there are logs sawn in St. John mills which are floated there from points within 50 miles of the city of Quebec. In the same way, a large section of northern Maine is drained by the St. John system Roughly speaking, the St. John and its tributaries drain an area of seventeen million acres.

As to navigation on the St. John, large vessels go up to Fredericton, 84 miles; at high water in spring and fall, a small steamer plies between Fredericton and Woodstock, 70 miles farther up; and even the Tobique 50 miles farther, can sometimes be reached. Above Grand Falls some 40 miles, the Madawaska joins the St. John. The former is connected some 30 miles up with Lake Temiscouata, which stretches away to within a score of miles of the St. Lawrence. Small steamers ply on river and lake. The Tobique, already referred to, is a tributary about 80 miles long, joining the main river some 20 miles below Grand Falls, and having its sources near some of those of the Miramichi system.



THE MISTAKE, ST. JOHN RIVER, N. B.

NEAR OAK POINT, ST. JOHN RIVER, N. B.



WOODMAN'S POINT, ST. JOHN RIVER, N. B.

But the chief interest attaches to that portion of the river (84 miles) between the cities of St. John and Fredericton, and the navigable tributaries by which it is joined on this part of its course.

And first, its history. On the day of St John the Baptist, in the year 1604, the famous Frenchman, Samuel de Champlain, cast anchor at the mouth of the great river, which in honor of the day he named St. John. During the next quarter of a century an important trading post was established at its mouth; for this great stream with its many tributaries enabled the French traders to secure furs from the Indian inhabitants of an immense territory. Then came the building of Fort LaTour, and the fateful strife between Charles de LaTour and M. Charnisay, made forever memorable by the heroism of "The Lady of Fort St John." The world knows the story. How Madam LaTour bravely defended the fort in her husband's absence until treachery won where force of arms had failed. How Charnisay, in violation of his pledge had put the garrison to death, even compelling the lady to be a witness of the crime. Hannay, in his History of Acadia, thus tells the sequel:—

"Her great heart was broken * * * So she faded away, day by day, until her heroic soul left its earthly tenement, and in three weeks from the time when she witnessed the capture of her fort, she was laid to rest by the banks of the St. John, which she loved so well, and where she had lived for so many years Thus died the first and greatest of Acadian heroines—a woman whose fame is as proudly enshrined in the history of this land as that of any sceptred queen of European story."

THE NARROWS, WASHADEMOAK LAKE, N. B.

VIEW ON THE ST. JOHN RIVER, N. B.

WESTFIELD, (SUMMER RESORT), ST. JOHN RIVER, N. B.

The St. John River was the scene of stirring incidents in the struggle for supremacy between the French and English. The former had a small post at the Nerepis, a few miles above the mouth of the river, and a fort at Jemseg, the small stream connecting the St. John with Grand Lake. Later on Governor Villebon constructed a strong fort on the Nashwaak, opposite the present city of Fredericton, from which his Indian allies went forth to wage relentless war on the New England settlements. This fort was once unsuccessfully attacked by New Englanders who went up the river in whale boats, and it remained a menace to the English till it was finally abandoned by order of the French government about the year 1700. Years passed, and with them the power of France in America; and at length, in 1783, at the close of the American revolution, came the Loyalists, to build a city at the mouth of the St. John, to people the wilderness along its lovely shores, and lay the foundation of that prosperity which reigns upon its banks to-day. Some day a writer of historical romance, inspired by the annals of the olden days, will weave about this region another spell than that of its wonderful beauty.

But it is the outward and visible charm of this great river which to-day attracts the tourist and pleasure seeker in ever increasing numbers. The schooner laden with lumber or firewood, or the little steam tugs puffing along with great rafts of logs in tow are not the only craft that ply upon its waters. Steamers with excellent accommodation for passengers run between St John and Fredericton, and between St John and points on the lakes. Reference has already been made in the article on St John to the delightful trip up the Kennebeccasis to Hampton The steamers on the other routes are all larger, and the "Victoria," which has just been launched and was constructed especially to accommodate tourist and fast passenger travel, is one of the most elegantly equipped vessels on Canadian waters. This steamer makes the run from St. John to Fredericton (84 miles), in five hours Her consort is the David Weston, also an excellent

MOTT'S WHARF, WASHADEMOAK LAKE, N. B.

steamer; and arrangements are made so that persons desiring to go on [illegible] steamer and return by rail (the latter trip occupying about two hours) may do so. [illegible] Olivette, of the same line, also runs on the Fredericton route, and the Star [illegible] and [illegible]dmon River. The steamer May Queen runs from St. John up the river and W[illegible]ademoa[illegible] lake [illegible] Springfield to Belisle, and the Hampstead to a place of the same name on the main river. There is thus an excellent regular service on these waters, and frequent excursions offer special attractions during the season. The service is so arranged that persons may go up river on Saturday and spend Sunday at some of the lovely resorts along shore, returning to the city on Monday morning; and n[illegible] citizens take advantage of this privilege.

To the pleasure seeker it is one of the attractions of the St. John River, that as [illegible] charms of nature are undisputed by the vagaries of art. It is not a hackneyed resort. The[illegible] no rush of traffic, no discord, no echo of the market place, no false distinctions, nothing to distract the mind or vex the soul. The peaceful dwellers along its shores are a bright, intelligent kindly people. They are not so many, that the labor of their hands has in any way marred the glory of the prospect. The smiling farms fall naturally, with groves and wooded heights and islands, intervales and uplands, broad stretches and narrow reaches of lake and river, lofty banks and shining beaches, into one of the most varied, lovely and reposeful pictures the mind of the world-weary could possibly conceive. Some day stately villas will line these shores, and the river surface will be covered with craft of every kind, for here fashion will hold her summer revel; but for many a year yet the tourist will find and rejoice to find, along the St. John River all those

FISHING CREEK BRIDGE, LOCH LOMOND, N. B.

charms of nature which delight without the artificial and exasperating features of life in more populous resorts of wealth and fashion.

What is to visitors a very singular and interesting feature of river life, is the manner in which passengers and small freight are taken on board or discharged by the steamer en route. The stops at wharves are comparatively few, but at many points small boats intercept the vessel. Speed is slackened, a deck-hand with a boat-hook or by means of a rope, brings the small craft up alongside, at imminent risk, one would think, to the lives of its occupants. The big craft and the little one remain in contact till the passengers and baggage or small freight have been transferred, which is done with wonderful dexterity and speed. Then the small boat is cast off, the boatman bends to his oars and in a twinkling is left behind.

The St. John River is no narrow stream. Even at Fredericton, 84 miles up, it is nearly a mile wide. At some points between that city and St. John, it reaches a width of three miles. After leaving St. John, on the upward trip, the steamer passes between beetling cliffs of limestone, fully 200 feet high, with mills and limekilns at their base, and emerges into Grand Bay, a broad and lovely sheet of water. The St. John at Grand Bay, and the Kennebeccasis Bay and river stretching away to the right, are unsurpassed for the pleasure of yachtsmen. The Long Reach is a stretch of the main river sixteen miles long and one to three miles wide. Bellisle Bay a tributary farther up, is fourteen miles long and a mile wide. Washademoak Lake and river have a length of forty miles and are from half a mile to two miles wide. Grand Lake is thirty miles long and three to nine miles wide. H. L. Spencer, a local writer of note, once wrote that when

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situated on the Corner of Union and Smythe Streets, is constructed of brick, with a frontage of (100) one hundred feet on Smythe Street, extending back (80) eighty feet, and adjoining the

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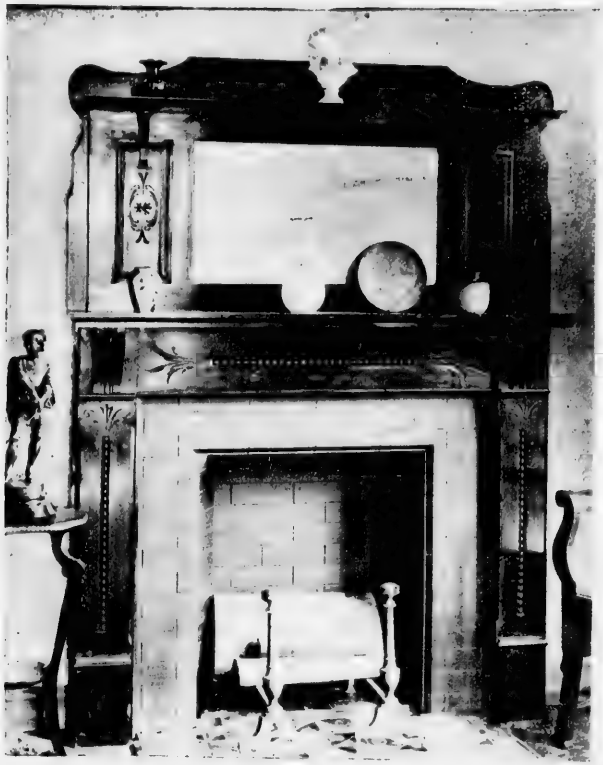
GRAND FALLS, ST. JOHN RIVER N. B.



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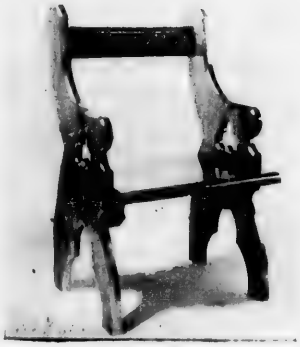

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☞ *Please Mention this adv.*

BRIDGE BELOW GRAND FALLS, ST. JOHN RIVER, N. B.

the Indian sought to draw a map of St. John and its tributaries he used his left hand as an illustration. The wrist was St. John Harbor: the palm, Grand Bay; the thumb, the Kennebeccasis; the forefinger the Bellisle: the second finger the Washademoak; the third, Grand Lake: the fourth, the main river. As already pointed out, steamers from St. John traverse all these waters, affording a delightful series of summer tours.

To give a detailed account of a trip from St. John to Fredericton is unnecessary, and would convey no adequate idea of its pleasures. Among the places of interest along the route are:

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GREEN RIVER, MADAWASKA, N. B.

Westfield, (referred to in the article on St. John), "The Cedars" a fine summer hotel and a very popular resort, 18 miles from the city. An encampment of Indians lends a picturesque feature to the charms of the latter place. Vanwart's Landing, 30 miles from the city, is another pleasant resort. Hampstead is a flourishing place, set amid fertile farms. Jemseg, 50 miles up, is the site of the old French fort as well as the entrance to Grand Lake; Gagetown, the shiretown of Queens County, is a place of some importance in a rich agricultural region; Sheffield was settled by New England Congregationalists more than a century ago, and Maugerville, settled in 1763, had over a hundred New England families before the outbreak of the American Revolution — it is 71 miles from St. John, and the oldest English settlement on the river. Oromocto, on the opposite shore was, like Jemseg, the site of a great Indian village in the prehistoric days. There are several large islands in the St. John River, one of them, Long Island, being over five miles in length. The journey up this noble stream continually opens up new and enchanting vistas of beauty. It is the beauty of nature in her fairest forms, breathing the spirit of eternal peace, in a land enriched by her bounty. Whatever other things may be forgotten, the joy of a summer day on the St. John River will remain a cherished memory.

THE UPPER ST. JOHN.

The journey by the river from Fredericton to Woodstock, some 60 miles is a very pleasant one, the scenery exceedingly varied and attractive. There are lovely islands in the river, some narrow passages have to be threaded by the steamer, at some points the river broadens out to

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majestic proportions, and all along the route the views obtained are very beautiful. The country is rich and the farm-houses along the shore give every evidence of thrift and comfort.

Woodstock is a flourishing town, of nearly 4,000 people, and the centre of a rich agricultural section. There is an extensive canning factory, foundries, machine shops, lumber mills, wood working factories, tanneries and other industries. The town is on the railway as well as the river, and its fine buildings, good hotels and generally handsome appearance show it to be one of the brightest and most progressive little towns in the province. It is the shiretown of Carleton County, one of the finest farming sections in the eastern provinces. The farmers are well to do, and nowhere could the industrious immigrant find a more promising field than in this section of the province.

Grand Falls is some 80 miles farther up the river. A canoe trip between the two places is a constant delight. The great tributary, the Tobique, a famous fishing stream, enters the main river between Woodstock and Grand Falls; and the flourishing village of Andover, is also passed en route. But most visitors go to Grand Falls by rail. These falls are grand in fact, as well as in name. The perpendicular fall is 74 feet, and below the cataract the waters rush in a series of rapids through a narrow gorge, high-walled with rock on either side. The gorge is spanned by a suspension bridge. The visitor is well repaid for the journey, by the sublime beauty of the Falls and their surroundings. A peculiarity in connection with the Grand Falls is "The Wells"—a strange work of nature—with its circular smooth pits, several feet in diameter, with perpendicular walls cut deep into the rock, and leading goodness knows whither.

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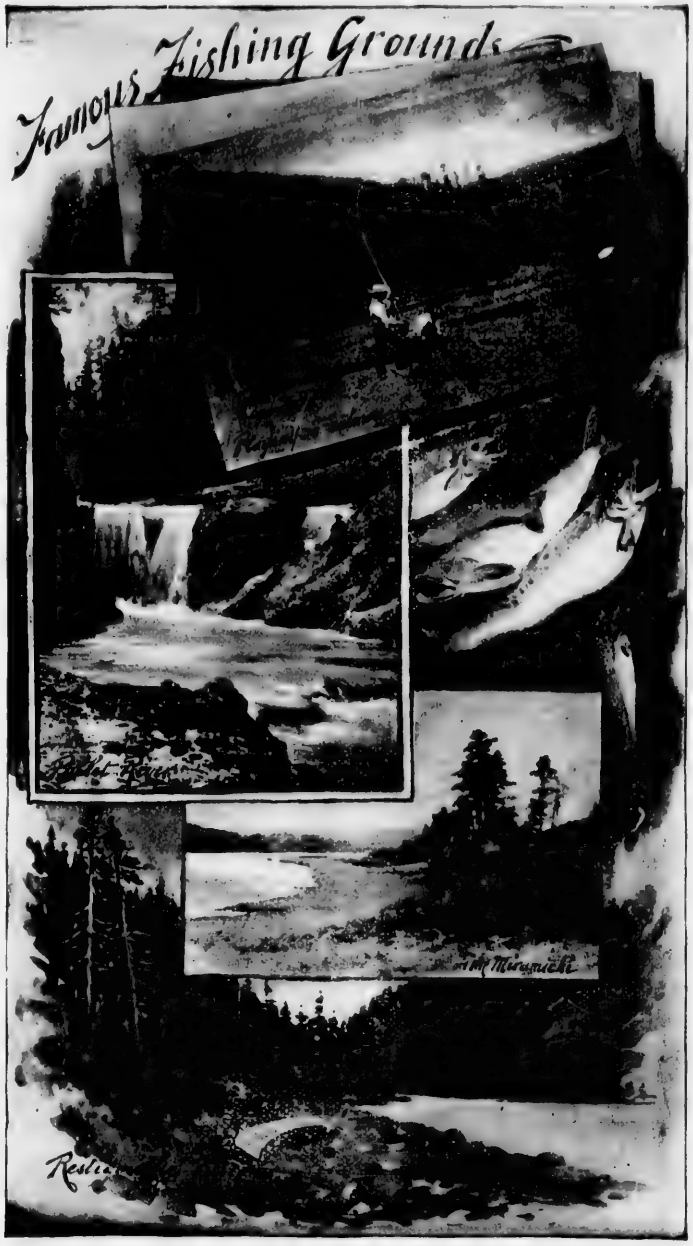
FISHING SCENE, NEW BRUNSWICK.

ONE DAY'S FISHING TEMISCOUATA LAKE, N. B. (SMALLEST TROUT 2 LBS.)

Enormous quantities of logs are floated over the falls in the spring, and sometimes a great jam occurs, the cataract and the gorge below being one mass of piled up logs. In the spring of 1896 about 90,000,000 superficial feet of timber floated over these falls. The future of Grand Falls will witness great changes. A company has been organized to erect a plant and apply the enormous water-power to manufacturing purposes — connected with the lumber industry. An enormous pulp mill is one of the industries projected, and it is announced that operations will

shortly be commenced. The power obtainable is practically unlimited, and the place is destined to become a manufacturing centre of vast importance.

Just above the Grand Falls the railway crosses the river to its right bank and enters the County of Madawaska, where the river forms the boundry line between Canada and the United States. Further along and above St. Leonards, one comes to the Grand River, admirably adapted for hunting, fishing and canoeing. The scenery from this to Edmundston, a thriving town, with large lumber industries, is simply splendid. The Temiscouata Railway runs from Edmundston to Riviere du Loup, a distance of 90 miles, and connects there with the Grand Trunk Railway. In the vicinity are to be found some of the best fishing and sporting in New Brunswick — it being a complete net work of lakes and splendid rivers.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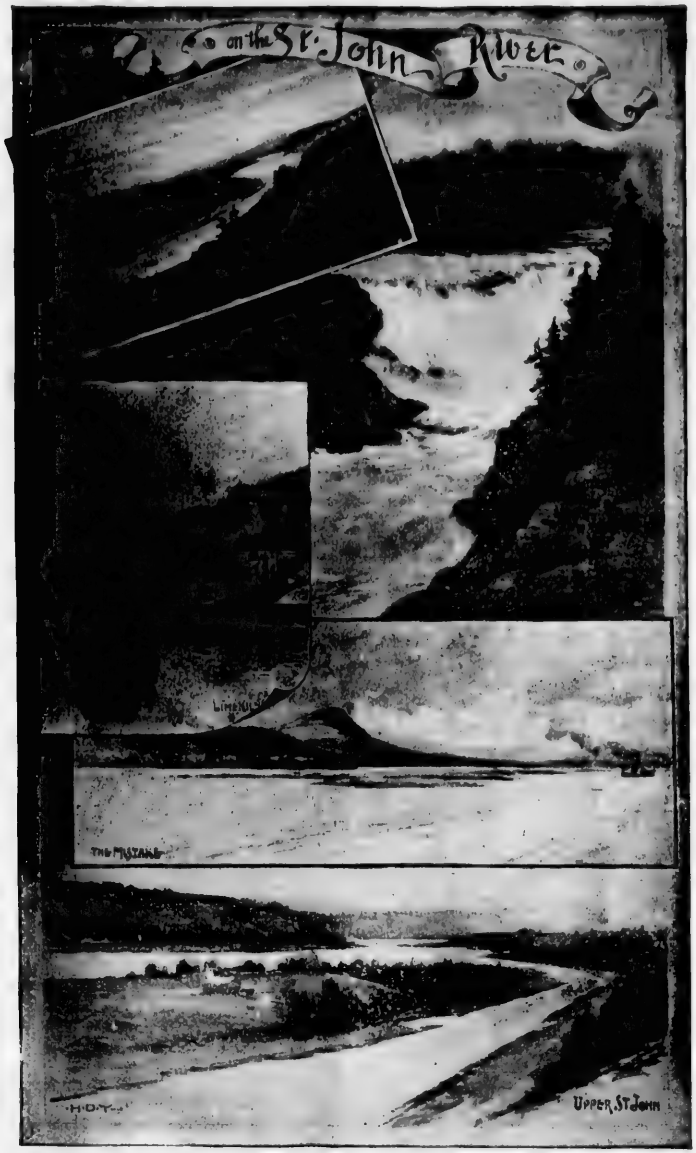
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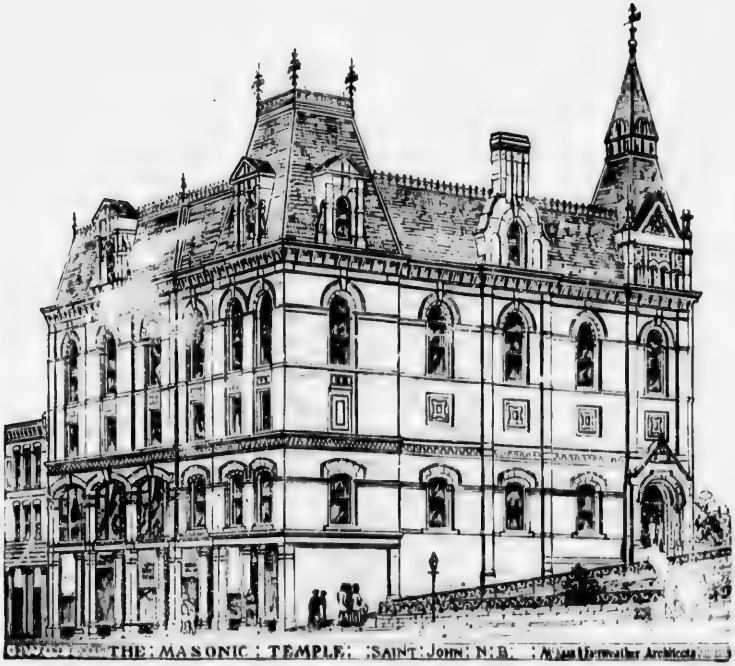
THE MASONIC TEMPLE SAINT JOHN N.B.

BIRD'S EYE VIEW OF AMHERST, N. S.

AMHERST, N. S.

THE Capital of Cumberland County was incorporated as a town in the year 1890. 137 miles from St. John, N. B.; 138 miles from Halifax, N. S.; 48 miles from Moncton, N. B., on the line of the I. C. Railway, and is one of the principal towns in Nova Scotia. Approaching it from the west one sees on a gentle acclivity sloping from the marshy plain a wide expanse of buildings in wood, stone and brick, dotted here and there with the church steeples and smoking chimneys of its factories. Acquaintance with the town soon discloses in its public buildings and private residences, its churches and mercantile establishments, its tidy streets and sidewalks, and its general modern improvements for religious, educational, industrial and social advancement that here are to be found the spirit of enterprise (the elements of prosperity). The town is lighted by electricity, and it has a very bright and business look during the evenings: quite a number of the private residences are lighted by the same process. There is a splendid Driving Park about one

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BIRD'S EYE VIEW OF AMHERST, N. S. (CONTINUED)

mile from the business portion of the town, it is situated on a dry sandy soil and is a superior track in every respect. Amherst is noted for thoroughbred horses, and some of the best trotters that are in the Maritime Provinces have been raised and are being raised now. The Chignecto Marine Transport Ship Railway which has already cost $3,000,000, and which, owing to the death of Mr. Ketchum, the projector, may never reach completion. There is a freestone quarry two miles from town, the stone is a very pretty grey color and of extra quality, the coldest weather not effecting it in the least. The retail stores number sixty-five, forty-five having plate glass fronts. Its School Building cost $35,000, and 1,000 pupils attend.

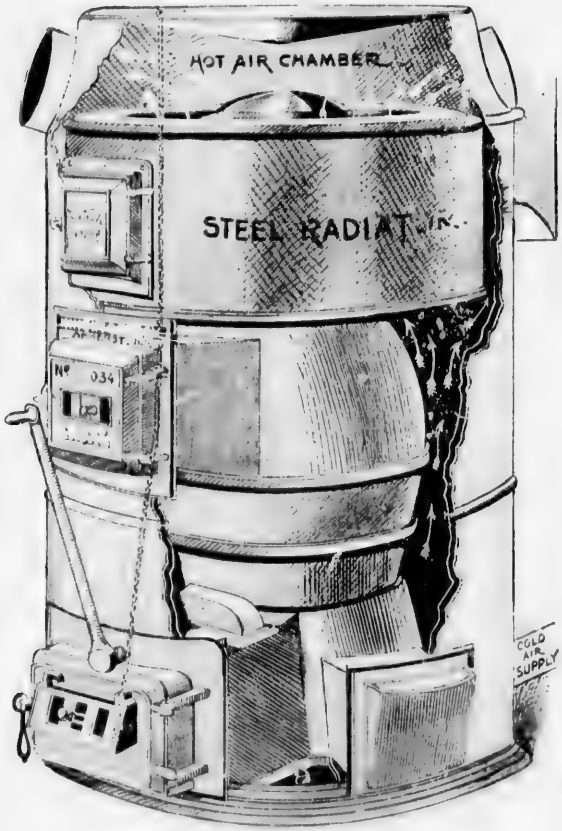
As a summer resort Amherst is a very pretty place to stop in for a few weeks—the climate is excellent, the roads are splendid either for bicycle riding or for carriages. Any person wishing to have a real pleasant drive through a magnificent country Amherst is the place to start from. It also has good hotel accommodation. Two evening papers, the *News* and *Press*, and two weeklies, the *Gazette* and the *Sentinel*.

The principal merchants, professional men and manufacturers are: Amherst Boot and Shoe Co., manufacturers of boots and shoes; Amherst Foundry and Heating Co., manufacturers of stoves, furnaces etc.; Christie Bros. & Co., manufacturers of coffins and caskets; Dunlop Bros. & Co., general dealers; E. E. Hewson, barrister-at-law; Logan & Casey, barristers-at-law; Moore &

AVARD BLACK. WILLIAM KNIGHT. J. A CROSSMAN. J. A. LAWS. C. A LUSBY

The Amherst Foundry and Heating Company,

AMHERST, NOVA SCOTIA.



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We manufacture this Furnace in three sizes for coal, four for wood and two for coal and wood combined, and also a large assortment of superior RANGES, COOK, HALL and PARLOR, STOVES, HOLLOW-WARE, SINKS, Etc., Etc.

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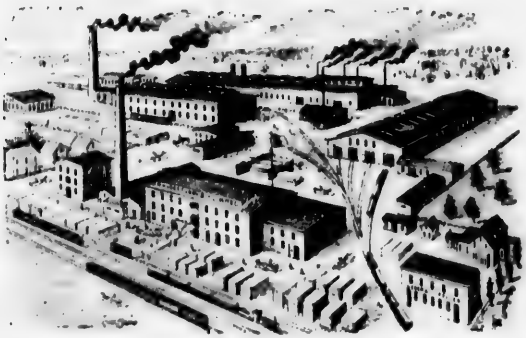

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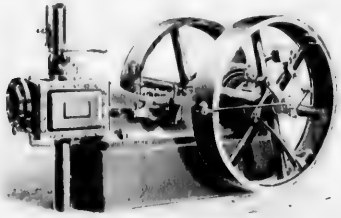

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The latter, formerly known as Port Royal, is, with the exception of St. Augustine in Florida, the oldest town in North America. Founded in 1604 by DeMonts, to be forsaken the same year, only to be re-occupied in the following year. In July, 1606, Lescarbot and a company of Frenchmen joined the new settlement and aided much in the improvement of the land. The brave and accomplished Baron de Poutrincourt left his estates in France on February 26, 1810, and sailed for Port Royal. He was a zealous and ardent christian and did much on his arrival to aid in the

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MAIN STREET, ANNAPOLIS ROYAL, N. S. (CONTINUED)

conversion of the Indian. In 1613, Capt. Argall, with a company of Virginians, sailed for Nova Scotia and completely demolished the colony. Between 1620 and 1630 a number of Scotchmen came to Port Royal and settled, but were soon driven out by the French. In 1628 Sir David Kirk, with a fleet from England, defeated the French and left the town in ruins. In 1634 it was granted by the French government to Claude de Razilly, a dashing officer, who had with him Charnisay and Charles de la Tour. No trouble ensued to the colony until 1654, when an English fleet crossed the ocean, but did not disturb the people. In 1690 Sir William Phipps brought it completely under British sway. Only one year passed when France again called Port Royal a possession. In 1707 it was attacked and besieged by a force from Boston, but the Frenchmen drove the enemy back. Three years later General Nicholson, with four frigates and twenty transports, left Boston and sailed for Port Royal. Subercase was then governor, but he was unable to resist, and surrendered his forces. General Nicholson changed the name to Annapolis Royal in honor of Queen Anne, then Queen of Great Britain. In the following year a battle took place at Bloody Brook, near Bridgetown, when eighty New Englanders were killed by the French-Acadians and Micmacs. The fort was besieged in 1722, 1743, and in 1746, but without success. During the war of the Revolution Annapolis was taken by an American privateer, and in 1690 was partially burned by two pirate ships. In all, Annapolis Royal has stood thirteen sieges—a record not

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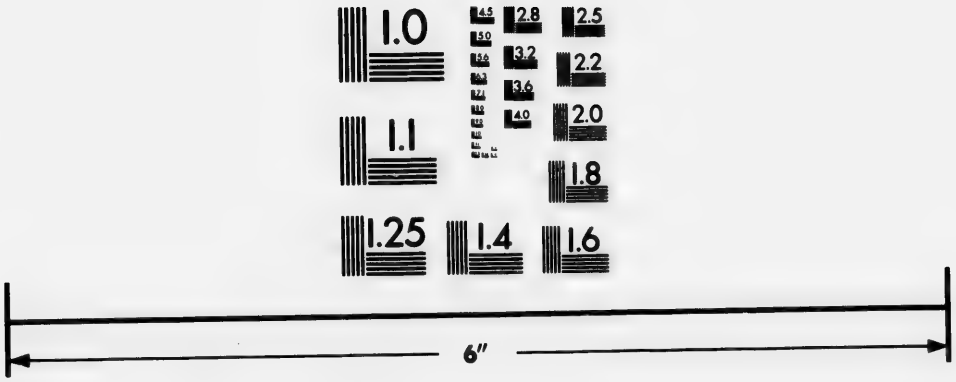

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OLD MAGAZINE, ANNAPOLIS ROYAL, N. S.

equalled by any town on the continent. In the year 1713, by the treaty of Utrecht, Nova Scotia was formally ceded to Great Britain.

The barracks, erected by the Duke of Kent, father of our sovereign lady, Queen Victoria, is still to be seen on the garrison grounds.

There still remain, however, three sights which are always of deep interest to tourists. First is a chamber known as the "Black Hole," which was used as a powder magazine and military prison. Near by is another powder magazine, built over ground, and inside is arched with French sand stone. Relic hunters, together with the storms, have nearly destroyed this fine old structure, but during the last year a grant from the Dominion government put it in a good state of preservation. Thirdly, there is the old burying ground, which was first used by the French, and lately by the town people, but now none are buried there save the old settlers. Several inscriptions are very old, and are worth going miles to see The two following epitaphs are read by all who visit the grounds: "Here lyeth ye body of Bathiah Douglass, who departed this life on October the 3rd, 1720, in the 35 year of her age," and "Rebecca Douglass, endowed with virtue and piety, and was a good wife and tender mother, departed this life 1740." The following is also very comical to a modern reader: "Deposited here until the sound of the great trump, the remains of Charles Alex. Simpson, assistant surgeon of the Sixtieth regiment, a native of Staffordshire, England, who obeyed the mighty word 'Return,' after an illness of three days, in the 30th year of his age. March 28th, 1820."

Annapolis Royal in itself is a beautiful spot, not equalled by any in the provinces, save by Digby. The drives are simply immense, and are enjoyed by all who take them in. The principal ones are to Victoria Beach, along the beautiful Annapolis River; to Young's Cove, where one sees before him the majestic Bay of Fundy with its 30 to 40 feet rise of tide; to Bear River, via Clementsvale, returning by Deep Brook and Clementsport; to Round Hill, a drive of eight miles; and best and shortest, around the "Three Bridges." The last cannot be excelled in the province, and is especially beautiful on a fine moonlight evening.

The best paper to read is *The Annapolis Spectator*, issued every week; subscription price is $1 00 per year. The principal Hotels to stop at are the Clifton House, J. D, Cameron, proprietor; Hillsdale House, Joseph Foster, proprietor; and the Queen Hotel, Cyrus A. Perkins, proprietor. The principal professional and business men are: Geo. E. Corbett, grocer and commission merchant; A. B Cunningham, estate of, druggists; WM. M. DEBLOIS, barrister-at-law; Gillis & Harris, barristers-at-law; A. M. King, merchant tailor and gents' furnishings; W. McCormick & Sons, general dealers; J. B Mills, barrister-at-law; J. M. Owen, barrister-at-law; Thompson & Co., druggists.

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ANTIGONISH, N. S.

MAIN STREET, ANTIGONISH, N. S.

ANTIGONISH, N. S.

THE town of Antigonish, with a population of 2,000, is situated on the line of the Intercolonia Railway, about half a mile from tide-water, at the juncture of Wrights and West Rivers. The town is built in a beautiful meadow, surrounded on the north-west and south by picturesque lines of hills, chief of which is the "Sugar-Loaf," rising some 800 feet above the level of the sea. An old road runs around the "Sugar-Loaf" nearly to its summit, and the view from the top well repays the exertion of the climb upwards.

The town is nearly in the centre of the fine agricultural County of Antigonish, and being the only town of any importance in the County, a large mercantile trade is carried on. There are about 30 stores, which compare favorably with similar establishments in cities of ten times the size of Antigonish.

There are two good hotels, the Central and the Merrimac. The both are run in good shape by Rufus Hale, "a real live American," who thoroughly understands his business, and who consequently captures the greater part of the travelling public.

The manufacturing industries of the town include a sash, door and lumber factory, a woollen mill, two grist and carding mills, a cheese factory, several small carriage factories, and a milk condensing factory.

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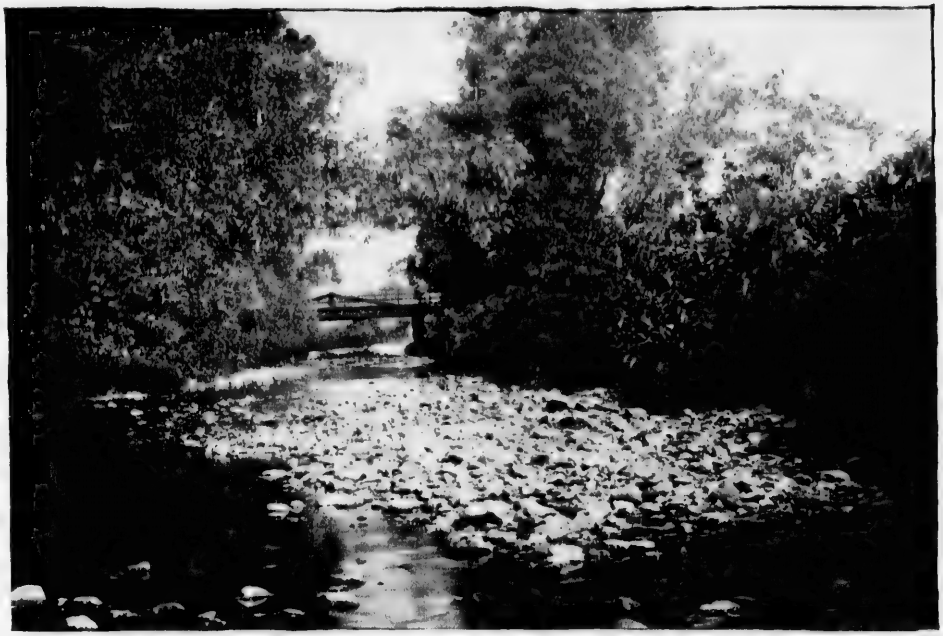
BIRD'S EYE VIEW ANTIGONISH, N. S.



VIEW NEAR RAILWAY DEPOT, ANTIGONISH, N. S.

The town has an excellent system of water-works, a local telephone exchange, two telegraph offices, an express office, two banks and a printing office. The roads are excellent, good teams are easily obtainable at any one of the livery stables, and there are beautiful drives in almost every direction.

During the summer months a number of the town people live at the Beaches, a small watering place on St. George's Bay, abont six miles from the town, where surf bathing and bass and mackerel fishing add zest to life.

The tourist, if at all possible, should drive out to the picturesque lake of Lochaber, situate some sixteen miles from the town on the road towards Sherbrooke. This lake is shut in by high green-covered hills and is one of the most beautiful small lakes in the Province. It is noted for its trout fishing, and has been stocked by the Dominion Government with white-fish and salmon-trout.

Antigonish is the seat of the Roman Catholic Bishopric of Antigonish, embracing the Counties of Antigonish, Pictou and Guysboro', and the four Counties of the Island of Cape Breton. St. Ninians Cathedral, a large stone structure, St. Francis Xavier College, and St. Bernards Convent are grouped together at the west end of the town. In addition to these Catholic institutions there are a Presbyterian, an Anglican and a Baptist Church.

Antigonish is but eighty miles east of Truro and forty miles west of the Strait of Canso. There is a good parlor car service and the summer rates of travel are low. The country around the town is charmingly diversified with hill and dale, lake and stream, and the town itself, with its wide tree-bordered streets, and fine, well painted buildings, is justly considered one of the prettiest in Nova Scotia.

Supporters of this work are C. P. Chisholm, barrister-at-law, Wm. F. MacPhee, barrister at-law, St. Francis Xavier College, Antigonish Condensed Milk Company, C. E. Harris, agent Merchants' Bank of Halifax, and Charles Wilkies, general merchant.

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Bear River, - Annapolis County, - Nova Scotia.

GENERAL VIEW BEAR RIVER, N. S.

BEAR RIVER, N. S.

BEAR RIVER, a striking and picturesque village of 1400 inhabitants, is situated at the head-waters of the Bear River which forms the dividing line between the Counties of Digby and Annapolis and about 3½ miles from the station of the same name on the Dominion Atlantic Railway.

This pretty village nestled on the steep banks of the river is completely hidden from the view of the traveller looking from the car window or of him who alights to look about him, but a short beautiful drive along the banks of the winding river where at every curve one catches glimpses of Alpine beauty, brings one quickly to the "Village of Hills and the Home of Cherries."

The history of the place is full of interest. It received its name and was settled as long ago as 1783 when the Waldeck, Hessian and Bear River reservations were granted to disbanded German soldiers who had served in the British army and to Loyalists who left their homes at the close of the American Revolution. In 1811 the population was further augmented by a number of emigrants from Yorkshire, England among whom were the Clarkes and Millers whose descendants are still found in large numbers among the present residents.

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BIRD'S EYE VIEW BEAR RIVER, WEST HALF.

It is beautiful here in Summer and Autumn, but in the month of May, when the cherry trees, which are indigenous to the place, put on their bloom it is simply delightful. At this season no garden made by art can be one half so perfect. Let anyone look at this jewel of the Province from the top of one of its enclosing hills just as the setting sun is gilding all objects with its glistening rays, and if he is not touched by its exceeding beauty he must be utterly soulless and irreverent.

The climate is healthful and bracing and is a favourite resort for invalids during the summer and autumn months.

For sportsmen, as a centre for fishing and hunting, it has no equal in Nova Scotia. Trout, varying in size from one half to three pounds, may be had within easy distance of the village.

Moose, caribou and bear are among the larger game that attract the sportsmen and are found in large numbers within 10 to 15 miles of the village. During one week in the open season of 1896 thirteen moose were brought out of the woods as trophies of the hunt Excellent guides and callers can be procured at short notice.

Lumbering and agriculture are the chief industries. Apples are grown to a large extent, over 10,000 barrels being produced in the year 1896, and the industry is yet in its infancy. About six millions of lumber are annually exported by Clarke Bros, principally to Cuba and South America.

The village is lighted by electricity and an electric railroad to connect with the D. A. Ry., is one of the possibilities. Excellent, but unused water priveleges capable of developing sufficient power for pulp mills and factories can be purchased for a nominal sum and only await the magic touch of capital to convert the stirring village into a busy town.

It has five Churches and a New Academy of eight departments, with Post Office, Telegraph and Telephone connections bringing it in touch with all adjoining towns.

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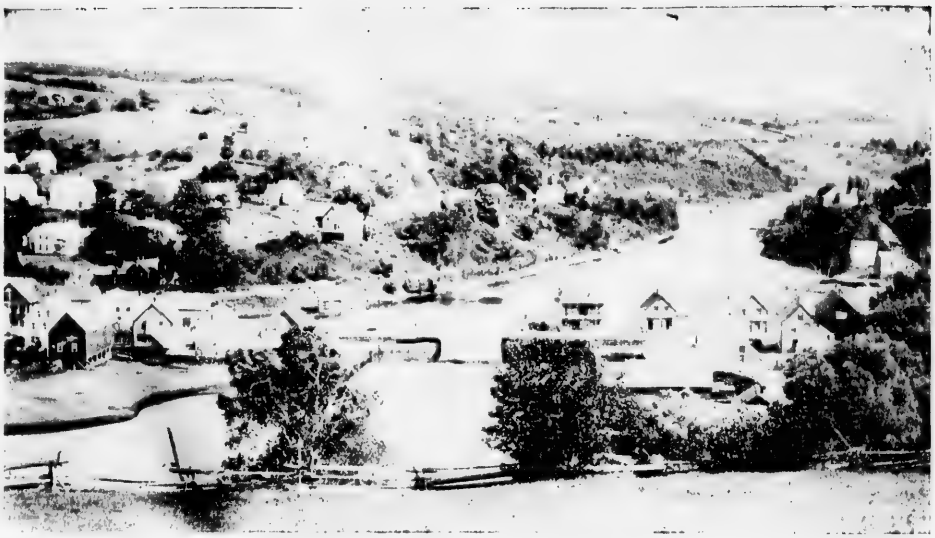

BIRD'S EYE VIEW BEAR RIVER, EAST HALF.

The principal hotels to stop at are the Bear River Hotel, Rupert Harris, prop., and Central Hotel, Mrs. G. F. Troop, proprietor.

The principal business men are Clark Bros., merchants; A. B. Marshall, grocer; F. B. Miller, dry goods, etc.; F. W. Purdy, livery stables; P. H. Read, dry goods; George T. Tupper, block maker; W. W. Wade, dry goods.

BERWICK, N. S.

AN American Medical Doctor who, in 1894, travelled from Yarmouth to Halifax, and visited almost all the towns and villages between the two towns named, in a written report of his travels said: "Berwick is the Gem of the Annapolis Valley."

An English Clergyman who visited Berwick last summer (1896), said to the writer, "I have heretofore visited all the chief villages and towns of the Annapolis Valley, and this is my first visit at Berwick, and I am compelled to say that Berwick presents an appearance dissimiliar to the other villages and towns in the Valley—that is to say—some have a beauty within, but not beyond; others have a beauty beyond, and no attractiveness within. But Berwick at once presents to the visitor the beautiful within and the beautiful beyond."

As a health resort it is in no wise problematical, but a proved fact. It occupies the highest point in the Annapolis Valley, near to and between the sources of the Annapolis River running

COMMERCIAL STREET, BERWICK, N. S.

west, and the Cornwallis River running east, thus forming a water shed. Hence by the altitude and drainage the climate is very dry and invigorating. Of late years many of the ailing have fled to Berwick for relief, and have been wonderfully benefitted, and many have been wholly cured.

The importance of Berwick and the adjacent county in a commercial and agricultural point of view is, and may be estimated correctly, by having reference to the books of the railroad. It is computed that in the year of 1896, from a strip of country four miles in width, extending across the Valley, from mountain to mountain (a distance of about seven miles), in which Berwick is in the centre, upwards of 40,000 barrels of apples have been shipped, without any mention of the various other productions indigenous to the country; and yet by observation it will be noticed that a very large proportion of the country still remains uncultivated.

As a pleasure resort, Berwick only requires to be known, to be appreciated; (it might here be said, that much has been said and written descriptive of the country and the towns of Nova Scotia through the press, by advertising pamphlets and otherwise. Almost every village, hamlet and town around the shores, and on the lines of railroad in the Province have been noted and described: yet up to this date, no mention has been particularly made of Berwick, its advantages and attractiveness.) It is only just to say that Berwick for a healthful and attractive resort is favourably situated beyond what has already been said. It is protected from the fogs of the Bay of Fundy, and

at the same time it is within easy touch of its waters. One and one half hours' drive over the north mountain, on a good road puts one in contact with the salt air ; and with the facilities for a day's outing on the fishing grounds. At no great distance from Berwick, and in the opposite direction south, over the south mountain, by a good and easy road running through Morristown, lies the Sportsman's Paradise. Besides through forests of orchards and plantations of small fruits, not to be surpassed, if equalled in the Province, and over smooth roads leading out to Aylesford, to Weston, to Somerset, to Grafton, to Waterville, &c., affording the most beautiful drives immaginable.

Berwick is well supplied with churches, schools, etc., and all necessary adjuncts of civilization (except liquor saloons, lawyers' offices, etc,) neither of the two last named has as yet obtained a sufficient foothold to warrant a livelihood.

Berwick is the Mecca of Methodism, in consequence of the annual gathering at the Camp Meetings held on the Camp Grounds situated only about eighty rods from the railroad station. These grounds are the property of the Methodist Denomination. By the attraction afforded by these gatherings, as well as the other attractions of the village and its environments, many of the superannuated clergymen, and others of means, are flocking to Berwick to settle down in retirement for life. The principal hotel to stop at is the Central House, Mrs. A A Vaughan, proprietor.

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QUEEN STREET, BRIDGETOWN, N. S.

QUEEN STREET, BRIDGETOWN, N. S.

BRIDGETOWN, N. S.

BRIDGETOWN is one of the prettiest little villages to be found in the scenic and picturesque Annapolis Valley. Containing about one thousand inhabitants and occuping both banks of the Annapolis River, it is situated in the centre of a fertile and productive agricultural district which extends for miles in every direction. The town is well laid out and its streets as well as the principal churches are lighted by electricty. An abundant supply of water unexcelled in quality is obtained from the springs at the base of the north mountain for domestic and fire protection purposes and a sewerage system has recently been laid, thus ensuring a most healthful place of resort. Here are to be found the Anglican, Roman Catholic, Baptist, Methodist, and Presbyterian churches and Lodges of Masons, Oddfellows, Foresters and Sons of Temperance. In addition to the numerous charming drives around the valley there is one which for variety of scenery and cool shady roads through a hard-wood forest is *par excellence*, viz.—over the north mountain to the shores of the Bay of Fundy. On the top of the mountain at an altitude of about

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ALL KINDS OF PRODUCE TAKEN IN EXCHANGE.

BRIDGETOWN, - N. S.

W. H. MacKENZIE. W. E. CROWE

BRIDGETOWN LARRIGAN COMPANY,

Tanners.

BRIDGETOWN, - - NOVA SCOTIA.

.....MANUFACTURERS OF.....

Shoe Packs and Larrigans.

LARRIGAN LEATHER SUPPLIED TO MANUFACTURERS.

H. R. SHAW,

Blacksmith Supplies A Specialty.

DEALER IN

Shelf and Heavy Hardware,

BAR IRON AND STEEL, PAINTS, VARNISHES, OILS, ETC.

Coal Constantly in Stock.

QUEEN STREET, - - BRIDGETOWN, N. S.

GRANVILLE STREET, BRIDGETOWN, N. S.

five hundred feet is a large lake lying along the road fitted up with boat house, row and sail boats, and on an island in the lake complete arrangements are made for picnics. If the pleasure-seeker desires a still cooler retreat, a drive of a couple of miles further brings him to the beach of the Bay of Fundy, whose salt breezes are ever cool, fresh and invigorating. A fine livery stable kept by Wm. C. Bath, makes it possible to enjoy the beauty of hill and dale at a very nominal cost.

Bridgetown has two first-class and commodious hotels, each with good sample rooms in connection. The Grand Central kept by Mr. E. G. Langley, with a livery stable in connection, and the Revere House by Mrs. Russell who has been engaged in the hotel business for forty years. In addition to these there are many private houses open for summer boarders at very reasonable rates. The principal merchants and business men are W. C. Bath, livery stable; Curry Bros. & Bent, lumber dealers; O. T. Daniel, barrister; MacKenzie, Crowe & Co., Bridgetown Larrigan Factory; O. S. Miller, barrister; F. L. Milner, barrister; J. G. H. Parker, barrister; T. D. Ruggles & Sons, barristers; Runciman, Randolph & Co., dry goods; H. R. Shaw, hardware; Strong & Whitman, dry goods.

QUEEN STREET FROM THE BRIDGE.

William C. Bath.

BRIDGETOWN

Livery and Boarding Stables.

THE Stables of this Establishment are the best equipped in the town for general Livery Business.

Single and Double Turnouts

.....AT.....

SHORT NOTICE.

Special Attention Given to Wedding Parties. **Teams in Attendance at All Trains.**

Ample Room For Boarding and Baiting.

TELEPHONE No. 17. P. O. BOX 82.

MARK CURRY. A. S. CURRY. B. A. BENT.

CURRY BROS. & BENT,

Contractors and Builders.

PROPRIETORS OF THE

EVANGELINE

Sash, Door and Planing Works,

which are situated alongside the track of the
D. & A. RAILWAY at

Bridgetown, Annapolis County, N. S.

WE are prepared to enter into contracts for buildings of every size and style, at any point in the Provinces.
We Manufacture

School, Church and Office Furniture

of all Descriptions, also,

WOOD MANTLES

FROM LATEST DESIGNS.

Building Materials

Generally Constantly on Hand.

OUR HOT BLAST KILN

Enables us to turn out K. D. Stock from green
.....in 7 days.....

☞ **Correspondence Solicited.**

RAILWAY STATION.

BRIDGEWATER, N. S.

BRIDGEWATER, a post town in Lunenburg Co., one of the most charming towns on the southern shore of Nova Scotia, and having a population of nearly 2,000 people, is situated on the beautiful LaHave, at the head of its navigable waters, and about 12 miles from the sea. It lies embosomed in the hills that rise from the river's banks, and has certainly much of the poetry of nature in its composition. On a summer's day a sail down the river and out among the islands which cluster in Dublin Bay, and around to the famous Crescent Beach, unexcelled for bathing and trotting facilities, is a treat delightful to all lovers of nature; or one may drive along the banks of the river and enjoy the panorama presented from that vantage ground. Tourists are profuse in their praise of the LaHave and the picturesque town of Bridgewater, and each summer finds it growing in favor.

The Nova Scotia Central Railway connects with the Dominion Atlantic Railway at Middleton, and runs across the province to the Atlantic coast at Bridgewater, Mahone Bay and Lunenburg.

Mail Orders for Printing promptly attended to by The Sun Printing Company, St. John, N. B

COSTAL STEAM PACKET CO'Y.,

(Limited.)

Halifax and Bridgewater

THE FIRST-CLASS STEEL STEAMER

"BRIDGEWATER." Capt. Joshua Oakes.

Will sail as follows (weather, &c, permitting):

FROM HALIFAX TO BRIDGEWATER,

Every Wednesday and Saturday at 8 a. m.

FROM BRIDGEWATER TO HALIFAX,

Every Monday and Thursday at 9 a. m.

THE STEAMER CALLS AT GETSON'S COVE AND CONQUERALL BANK,

On the LaHave River.

Fares—HALIFAX and BRIDGEWATER,	- - -	$2.00;	Return, $3.00
HALIFAX and LIVERPOOL, via Coach from Bridgewater,	-	3.50;	Return, $6.00
HALIFAX to LUNENBURG and MAHONE BAY,	via N. S. Central Railway.		$2.00
HALIFAX to NEW GERMANY, SPRINGFIELD & MIDDLETON,	"	"	$2.50

Connecting at Bridgewater with Central Railway and with Stage Line to Liverpool, Lockport, Shelburne, Barrington and Yarmouth.

W. D. COFFIN, Agent, Bridgewater.

JOS. WOOD, Agent,
Central Wharf, Halifax, N. S.

D. C. MULHALL, Agent, Liverpool.

FRANCIS DAVISON, President,
Bridgewater.

BRIDGE, BRIDGEWATER, N. S.

It opens up a fine agricultural district, and abounds in hard and soft wood timber.

The country traversed is most picturesque, and abounds in game and fish of all sorts.

The scenery in and about Lunenburg, Bridgewater, Mahone Bay and Chester is most beautiful, while the LaHave, which has been christened "The Rhine of Nova Scotia," is the most picturesque river in Canada. The shores abound in beautiful sand beaches, and offer every inducement to summer tourists.

From Bridgewater stage lines connect with Liverpool, Port Medway, Mill Village and other points west, and with the Molaga, Brookfield and Caledonia Gold Mines, and from Mahone Bay stage and steamer connects with Chester.

The equipment of the road is equal to any in Canada. The road is very smooth, and constructed with stone culverts, steel bridges, steel rails and safety switches.

The advantages for trade and commerce in Bridgewater, the grand chances for the promotion of manufacturing enterprises, the convenience of situation with regard to the outside world, which are here apparent to the most careless observer, must commend it to the business man as a most desirable field for business operations. It is a centre for the trade of a large portion of the growing county of Lunenburg—a county rich in timber and in mineral wealth, noted for its fruitful farming land, and famous for its fishermen, whose craft teem the fishing grounds, and who are

James T. Powers & Co.,

BRIDDEWATER, N. S.

Crockeryware, Glassware, Boots and Shoes, Stoves, &c.

HARDWARE.

SHIP CHANDLERY AND STAPLE GROCERIES.

Flour, Meal, Molasses, Pork and Beef.

Lumber and Shingles. Paints and Oils at Bottom Prices.

FRANK DAVISON, PRES. E. D. DAVISON, VICE-PRES. ARCHIE F. DAVISON, SECY.

ESTABLISHED

PORT MEDWAY, 1840. BRIDGEWATER, 1865.

E. D. DAVISON & SON,

(LIMITED)

15,000,000 FEET YEARLY. PINE and SPRUCE.

Lumber Manufacturers,

BRIDGEWATER, N. S.

Special Facilities for Seasoning and Shipping Dry Dimension Cargos.

SIMEON ERNST,

Watchmaker and Jeweller.

DEALER IN

Watches, Clocks and Jewelry.

Repairs a Specialty. Work Promptly Attended To.

We make a Specialty of Everything in the Optical Line.

Importers of Musical Instruments and Everything in Connection With this line.

MAIN ST., - BRIDGEWATER, N. S.

MAIN STREET, BRIDGEWATER, N. S.

increasing in number and prosperity and with trade flowing in its natural channels Bridgewater cannot help advancing steadily. Its principal industries are lumbering and shipping. Messrs. E. D. Davidson & Sons and Robert Dawson & Sons, without doubt the largest lumber dealers in Western Nova Scotia, annually cut and ship from this port many millions of feet. There are other lumber mills and plaining mills, and shingles and laths are also manufactured in the town, and in numerous small mills on the river and on streams in the vicinity The river is navigable to Bridgewater for vessels drawing seventeen and a half feet of water, and with the exception of a few weeks in winter it is open for commerce all the year Ship-building, principally of brigantines and fishermen, is also carried on to a fair extent. The general store trade of Bridgewater is increasing, and the fine stores attract much attention. There are two banking institutions doing a good business here the Merchants' Bank of Halifax and the Halifax Banking Co'y besides the agency of the Government Savings Bank. American Express, W. U. Telegraph, N. S. Telephone. Telephones are in nearly every store and residence, and direct communication can be had by telephone with Mahone Bay, Lunenburg, Petite River and intermediate points, Malaga Mines, North Brookfield and Caledonia, and with the city of Halifax.

With regard to the religious and moral culture, Bridgewater is not far behind the age. It supports six churches—the Episcopal, the Presbyterian, the Lutheran, the Methodist, the Baptist and the Roman Catholic denominations all have comfortable places of worship, the R. C. church being, in point of architecture, a gem. The Music Hall, which cost $11,000, will seat six hundred people, and has a stage suitable for large companies. It is considered the best designed hall

Central Railway

NOVA SCOTIA.

THIS RAILWAY connects with the Dominion Atlantic Railway at Middleton and runs across the Province to the Atlantic Coast at Lunenburg, a distance of seventy-four miles.

The scenery along the Line is picturesque and the towns are pleasantly situated and favorite resorts for Tourists.

The forests abound with game, and the rivers and lakes with salmon and trout, while those who desire sea fowl shooting and deep sea fishing can enjoy that sport on the coast.

The counties of Lunenburg and Queens are rich in deposits of Gold and by this Line the Mines at Brookfield, Molega, Caledonia, Blockhouse, Millipsic, Pleasant River, and Chester Basin are reached besides other districts which are being developed.

Stage connections are made at New Germany, for Brookfield, Molega and Caledonia and at Bridgewater for Mill Village and Liverpool.

For further information or Time-Tables apply to any Ticket Agent or to

R. M. J. McGILL, General Passenger Agent,

J. BRIGNELL, Gen. Manager.

Bridgewater, N. S.

GENERAL VIEW BRIDGEWATER, N. S.

outside of Halifax. The other halls divide the honors for small audiences. On the whole, it may be said that Bridgewater has extraordinary attractions, and all who visit it or take up their abode among its people, will be sure of a warm welcome and of generous treatment.

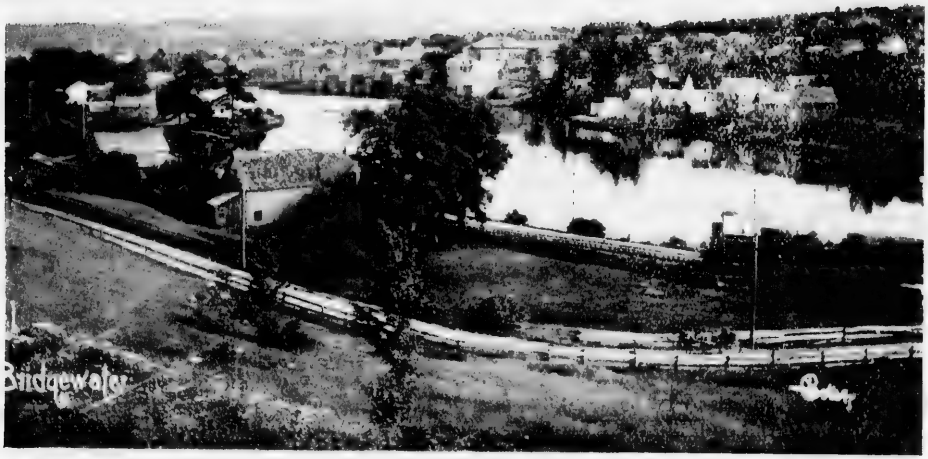
The principal hotels to stop at are: The Eureka Hotel, Mrs. S. Z. Foshay, proprietress; and the Fairview Hotel, F. W. Clark, proprietor. The principal professional and business men are: E. D. Davison & Sons, Ltd, lumber merchants; Robert Dawson & Sons, lumber merchants; Simeon Ernest, watchmaker and jeweler; J. H. Hall, proprietor of the *La Have Gazette*, a bright and newsy paper issued weekly; James A. McLean, Q. C., barrister-at-law; James T. Powers & Co., general dealers; A. Roberts, LL B., barrister-at-law; Wade & Paton, barristers-at-law; J. A. Whitford, barrister.at-law and the Coastal Steamship Co.

ROBERT DAWSON. ESTABLISHED 1849. J. K. DAWSON.

Robert Dawson & Sons,

Lumber Dealers and General Merchants.

BRIDGEWATER - NOVA SCOTIA.



BIRD'S EYE VIEW BRIDGEWATER, N. S.

FIRST-CLASS JOB PRINTING AT LOWEST PRICES.

THE

"LAHAVE GAZETTE."

PUBLISHED EVERY WEDNESDAY. $1.00 PER YEAR IN ADVANCE.

Posters, Bills, Programmes, Pamphlets, Cards, Circulars, and all kinds of Commercial and Legal Printing.

The Gazette has a large circulation, and therefore is the best advertising medium in the County. Try an Ad in its columns.

ADDRESS ALL ORDERS TO

J. H. HALL, Publisher, - BRIDGEWATER, N. S.

BRIDGE AND PART OF TOWN.

Wm. M. Duff,

- - AGENT - -

Local Manager Dominion Government Savings Bank.
Sec'y and agent Dominion Building & Loan Association.

BRITISH AND AMERICAN FIRE, LIFE AND ACCIDENT

Insurance Companies.

GENERAL COMMISSION AGENT.

BRIDGEWATER, - - NOVA SCOTIA.

W. K. STODDART & CO.,

Gents' Furnishers,

Fashionable Tailors.

Proprietors Bridgewater Harness Store

Tel No. 49. BRIDGEWATER, N. S. P. O. Box, 148.

MAIN STREET, CANNING, N. S.

CANNING, N. S.

THE Township of Cornwallis lies in the north-east corner of the County of Kings, having the Cornwallis or Great Habitant River on the south, the Basin of Mines, or Minas Basin on the east, and the Bay of Fundy on the north side. These conveniences to navigation, coupled with its stretches of level dyke land, reclaimed from the sea, its rich and beautiful uplands and farms, its heavily ladened orchards, or in early summer its massive clouds of bloom, its beautiful drives and scenery, and lastly its phenomenal tides and its proximity to regions of tradition and poetry make it, for the investor, the tourist, or the man weary of business, the most attractive part of the Annapolis Valley.

Perhaps in no part of this continent has Nature exerted herself more to bring and combine within a like erea so much variety of form, color and substance, or blend them in such happy combinations.

Leaving Kentville by the Cornwallis Valley Branch of the Dominion Atlantic Railway, thirty minutes brings us to Canning, the centre of this region. Here ample hotel accommoda-

Estimates given on all kinds of Printing. The Sun Printing Company, Lt'd, St. John, N. B.

We Manufacture a Full Line of all kind of

CHOPPING AXES

AND

BROAD AXES.

HAND-MADE AXES

A SPECIALTY.

BLENKHORN & SONS, CANNING, N. S.

Edge Tool Manufacturers and Coal Dealers.

EATON & CO.,

....IMPORTERS OF....

FLOUR, FEED AND STAPLE GROCERIES.

Exporters of Potatoes.

CANNING, N. S.

H. G. MARTIN, Dealer In

Groceries and Crockeryware,

A Full Line Medicines, Etc.

CANNING, NOVA SCOTIA.

MAIN STREET, CANNING, N. S. (CONTINUED)

tion is provided, and we may reach, by the most delightfu' ;s, the many points of interest around us. It is always well to study, by the aid of a m , topography of an locality, as we see more clearly the relation of events, especially if they be of historic interest. In half an hour we are driven to Kingsport, on the Basin of Minas, where we may bathe till we are content. The beach is a long level reach of red sand stratching far out under the tide, yet declining so gradually that at the ebb of the tide, which occurs twice in each day, a margin half a mile wide of shining sand is left exposed to the sun. When the tide comes again the heat absorbed is given up to the water, which becomes distinctly warm and reaches a temperature higher than any other place of the same latitude. This sheet of water was the beaver pond of Glooscap, the diety of the Micmac Indians, who were the aborigines of the country. Cape Split is the remnant of the dam by which he enclosed it, and Spencer's Island is his great pot, which is now turned upside down. Here also is hotel accommodation, and from here daily a steamer runs to Parrsboro, passing directly under the shadow of Blomidon, which stands to the north of us. The works which reclaim a large tract of land from the sea in this vicinity, and which have just been completed, will also be an object of interest. Returning again to Canning we may set out for Blomidon or we may proceed direct from Kingsport. In either case we must climb the North Mountain. Arriving at the look-off, after an hour's drive or more, we have spread out before us one of the most beautiful prospects which it is possible to conceive. Down at our feet lies the valley, checked into rectangular blocks by landmarks, the black green of the woodland, the brighter green of grassland, and the red

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squares of upturned soil, threaded by little streams, which appear like silver lines, the mingling of land and water, the houses which dot its entire surface, the villages which nestle in shelter, the ships which move in and out with every tide, forming a picture which can only be known or appreciated when it is seen, and once seen will always be remembered.

Returning now to Canning we may enjoy a walk in the latter part of the afternoon or toward evening, for at this time the air is always cool. The tourist will be attracted by the abundance and the rich green color of the trees which raise their graceful forms in all directions, and if he shall arrive at the later part of the season he will see it mingled with clusters of beautiful colored fruit, beneath which the branches bend. The village is directly on the bank of the Habitant River, so named by the French because in the vicinity some of the first settlements were made. Here we have the phenomena of the tides. The tide wave moving along becomes contracted in the ever narrowing channels of the sea arms which stretch up into the land, and in six hours has risen to a perpendicular height of thirty feet. Sitting in any of the hotels we may look out and see the ships afloat and an expanse of land covered with water. Look again a little later and it has disappeared, and the vessels are left high on the banks and no water within two miles of them, giving their black hulls the appearance of a whale lost on a prairie.

We will be impressed also by the uniform neatness of the houses in general, the air of comfort which prevades all, and by the apparent dispostiion of the people not to hurry or worry, but to make the most of life as they go along. Yet they are up to the times, and have expended a large sum in bringing into the town one of the best water supplies that was possible to have laid down, supplying by gravity from the side of the North Mountain the purest of water, and at such a pressure as to give also one of the best fire services that could be devised. Its mills and stores bespeak an industrious people, and in former times might be seen ships lying side by side on the stocks and the yards swarmed with workmen. We would not be doing justice did we not mention the hospitality of its people as well as the exellency of its climate. Not too hot nor too cold, tempered always by the sea, one inhales not only in its atmosphere but in the spirit of its surroundings, an element of rest and strength which can be found only at this place. Nor need we stop here, for, taking our carriage, we may in an hour or more reach the regions of Grand Pre, made famous by Longfellow. Nearer than this is Wolfville, the seat of Acadia College; Port Williams and Kentville, r[illegible] any of which will constitute a charming drive not to be equalled by any other part of the garden of the Annapolis Valley.

The principal merchants are Blenkhorn & Sons, edge-tool manufacturers; Eaton & Co., general merchants; H. G. Martin, general merchant.

Belcher's Almanac of the

CIRCULATION 20,000

PROVINCE OF NOVA SCOTIA.

The Finest Advertising Medium in the World.

FOR FURTHER PARTICULARS ADDRESS,—

McALPINE DIRECTORY CO., ST. JOHN, N. B., or HALIFAX, N. S.

NEW LIVERY

Board and Sale Stables,

(Opposite D. A. Railway Station)

DIGBY, - - NOVA SCOTIA.

First-class Teams, Tandems, Four-in-Hands, Buck-boards, and all Kinds of Livery at Honest Prices.

ENGAGEMENTS WITH COMMERCIALS AND TOURISTS SOLICITED

.... BY WIRE OR LETTER. ....

H. B. CHURCHILL, PROPRIETOR.

TELEPHONE No. 9.

BIRD'S EYE VIEW DIGBY, N. S.

WATER STREET, DIGBY, N. S.

NEW DRUG STORE.

L. R. MacLaren, - - Proprietor.

—DEALER IN—

Drugs, Patent Medicines, Druggists Supplies, Etc.

PRESCRIPTIONS CAREFULLY COMPOUNDED DAY OR NIGHT.

DIGBY, NOVA SCOTIA.

WATER STREET, DIGBY, N. S.

DIGBY, N. S.

DIGBY, the prettiest town in the Maritime Provinces, lies on the western shore of that broad expanse of water, the Basin, where the Annapolis River empties into the Bay of Fundy. Snugly nestling at the foot of sunny hills it looks out over the beautiful waters which pay their homage with murmuring ripple. On its bosom the boats, with ladies at the oars, the white sailed pleasure yacht or the quickly moving canoe give it animation and variety.

Digby is rapidly becoming the most popular summer resort in Canada; nowhere else are the varied requirements which go to make up an ideal watering place more fully met. Trees and flowers are everywhere in rich profusion. The scenery is magnificent, and the outlook ever varying as some trick of shadow or sunlight gives a variety of which one never tires. All around the gently rising uplands are dotted with farm-houses and orchards, while behind the everlasting hills stand beckoning to each other and whisper of the days when the French explorers sailed by their shores, and the savages raised the echoes with the war-hoop. Here is the home of the cherry, when that luscious fruit attains to a size and flavor unknown elsewhere and during the season is produced in large quantities. There is capital fishing in the Basin and outside on the waters of the Bay for the more venturesome. Inland there is abundance of excellent trouting on the lakes

WATER STREET, LOOKING SOUTH, DIGBY, N. S.

and streams, and facilities for enjoying both are ample. Well equipped livery stables provide teams for pleasant outings over excellent roads. Fog, that so often renders driving at the sea-side so unpleasant and dreary during a considerable part of the summer is no drawback in Digby. When the outside bays are filled with it, it finds no resting place in the basin. The pure sea breezes of the outer ocean come, gently interspersed by the intervening hills, mild, health-giving and exhilirating.

Good accomodation is obtainable at reasonable rates and visitors may depend upon being well provided for. Each year sees increased demands in this respect, which is met by additions to the number of quiet, but exceedingly comfortable boarding places.

The town is supplied with an excellent water system. Its streets and sidewalks are carefully kept, and it is lighted by electricity.

D. & O. SPROUL,

Suppliers of FISHING OUTFITS, SHIP STORES, GROCERIES, &c

—DEALERS IN—

Fresh, Dry, Salt and Pickled | **FISH** | Live and Canned Lobsters, Finnan Haddies and Dulse.

DIGBY, - NOVA SCOTIA.

Lying in the direct line of travel, it is easily accessible by train or steamboat. The Dominion Atlantic Railway passes directly through it, and their fast and elegant boat the "Prince Rupert," crosses from St. John twice, daily, in the summer. The Baker line of steamers between Yarmouth and Boston, convey tourists from the latter city to Digby, in 24 hours from from the time of leaving.

The principal hotels and summer boarding houses to stop at are: The Bay of Fundy House (summer), John O'Connors, proprietor; Clifford House, J. W. Main, proprietor; Evangeline House (summer), T. W. Longstaff, proprietor; Lower Lodge (summer), Mrs. deBalinhard, proprietress; Myrtle House (summer), W. S. Troop, proprietor; New Royal Hotel, E. Stailing, proprietor; Parker House, (summer), Mrs. W. H. Parker, proprietor; Victoria House, Mrs. P. H. Faulkner, proprietress; Waverly House, Miss Woodman, proprietress. The principal professional and business men are: John Chaloner, druggist; H. B. Churchill, livery stable; Dennison Copp, barrister; E. E. Ellershaw, barrister; L. R. MacLaren, druggist; R. G. M[illegible], barrister; J. C. Schreve, barrister; D. & O. Sproul, fish and general merchants; Charles S. Trask, hair-dresser and barber.

J. CHALONER,

Wholesale Druggist and Dispensing Chemist

DIGBY. N. S.

NEW ROYAL HOTEL

HAIR DRESSING ROOMS.

I have had experience in the best Barber shops throughout the States.

CHAS. S. TRASK, - - DIGBY, N. S

Hair Cutting, Shaving, Shampooing.

Appurtenances kept clean. Care, promptness and a skilful touch in the usual tonsorial branches.

A Choice line of Cigars in stock.

Pompadour Hair-cutting and Singeing a Specialty. TELEPHONE No. 18.

THE SUN PRINTING CO., Lt'd.

SAINT JOHN, N. B.

Book and Job Printing,

IN ALL ITS BRANCHES.

FACILITIES FOR DOING FIRST-CLASS WORK UNSURPASSED. WRITE OR CALL FOR ESTIMATES.

GLACE BAY, C. B.

THE Town of Glace Bay is very pleasantly situated and is on the line of the Sydney and Louisburg Railway, a short distance from Sydney, C. B. It is a mining town of importance and has a population of 3,500, being located in the centre of the mining districts, having the Sterling, Hub, Caledonia, and in a radius of six miles are the Dominion No. 1, Bridgeport and Port Morien Mines.

The tourists could spend a few days here to great advantage, and could go into the different mines, as visitors are allowed to go through and see how hard the miners have to work to earn their daily bread. The compresser in the Caledonia Mines is one of the principal sights to be seen in the machinery line. This mine turns out 2,800 tons of coal daily. The machinery in all the mines are of the latest paterns and made by the best manufacturers. The general offices and headquarters for mining stores are also here. A beautiful sight on a bright summer's morning is to see the American fishing fleet, vessels numbering from 60 to 100, fishing off the town.

The roads are good, the scenery magnificent, and the hunting and fishing excellent. A very pleasant drive is to the Mira River and then take a row or sail up the stream; it is 32 miles in length, and dotted here and there with small islands, and tourists taking this sail will see some of the finest scenery there is to be found on the Island of Cape Breton. A steamer, sail-boat or row-boat can be hired here at reasonable prices. Salmon and trout are the fish that are caught in the river and streams. The trout are of excellent quality and large in size, some tipping the scale at 7½ pounds have been caught here. If you do not care for salmon or trout fishing you will be able to go out in a boat a short distance off the town and here are mackerel, codfish, herring and lobsters in abundance. In the hunting season the woods are full of partridge and wild ducks, &c. The best hotel to stop at is the Petrie House, Mrs. Petrie, proprietoress.

The Western Union and C. P. R. have telegraph connections here, and the Union Bank of Halifax has a branch office.

While on the way to Louisburg stop off, if it is only for one day, and see what a mining town is like.

MAIN STREET, KENTVILLE, N. S.

KENTVILLE, N. S.

THE County of Kings claims, and has more than a mere sentimental right to claim to be the "Garden of Nova Scotia." If nature has been lavish of her bounties, and has strewn her gifts of diversified scenery — land and sea, hill and dale, wood and stream, level meadow and rolling upland — with a beneficient hand, man has not been slow to avail himself of her gifts, and bring her amazing resources of fertility and wealth into a high state of cultivation and development. In no country under the sun do the richly cultivated fields and wide expanses of blooming orchards, the commodious hamlets and laden barns, the smiling villages and bustling towns give more evidence of a contented, happy and prosperous people The peaceful and prosperous conditions which the genius of Longfellow imagined in his classic story of the Acadians are enhanced a thousand fold under the untiring energy of their successors in the "Land of Evangeline."

The County seat is the Town of Kentville, pleasantly and picturesquely situated at a point on the Cornwallis River where sloping hills and lofty wooded bluffs converge and constrict its fertile intervale into a narrow strip, whence it gradually broadens into the fruitful and productive meadows

Mail Orders for Printing promptly attended to by The Sun Printing Company, St. John, N. B

KENTVILLE BOARD OF TRADE.

Organized 1892. Incorporated under Act Dominion Parliament 1896.
Was organized for the purpose of promoting the trade and general interests of the Town.
IS AFFILIATED WITH THE MARITIME BOARD.

Strangers, Tourists, and especially **Intending Settlers,** in need of such information as the Board can furnish, will be most courtiously received. The Board will deem it a pleasure to answer any such inquiries.

GEO. E. CALKIN, SECRETARY. M. G. DEWOLFE, PRESIDENT.

DEWOLFE & LAMONT,

Red Store, Kentville, N. S.

OLD FIRM 1828. ∴ NEW FIRM 1897.

69 Years in Same Store
.....and no..... OLD STOCK.

We are here for Business on a Firm Foundation.

Flour and Grocery Store, **FRUITS IN SEASON.**

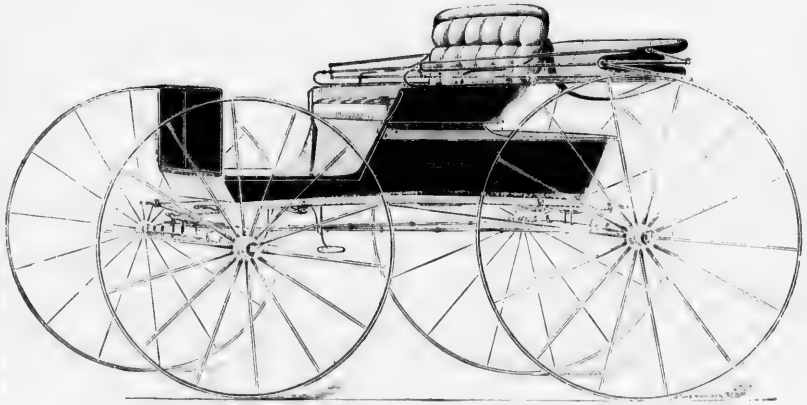
HEADQUARTERS FOR TOURISTS. COME AND SEE US.

Yours truly, M. G. DeWOLFE, R. H. LAMONT.

NOVA SCOTIA CARRIAGE CO.

KENTVILLE, - - Nova Scotia.

The **Brewer Longitudinal Axle Lubricator,** used on all our light vehicles, runs Three Months with one oiling.



We use the BEST MATERIALS that we can buy, and employ only skilled labor. Fine Custom Work a Specialty.

Send for Catalogue and see our other Styles.

OUR WAGGONS are TRADE WINNERS. They are at the head of the class. Neat, attractive, durable, well finished, and sold at prices that cannot be rivalled, when value for value is considered.

We build a large variety of styles.

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We use the BEST MATERIALS that we can buy, and employ only skilled labor.
Fine Custom Work a Specialty.

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CORNWALLIS STREET, KENTVILLE, N. S.

which afterwards border and adorn the tortuous course of the river till it is lost in the Basin of Minas. The main town lies east and west along this narrow belt of intervale, and outlying suburbs wind round the little valleys or are perched airly on the hillsides on both sides of the river. The town is embossed among woods — elm, maple, oak and the ever present apple tree; and seen from any of the over-looking hills, its white dwellings and church spires glinting through masses of brilliant foliage, present as charming and romantic a picture as the eye may see or the mind conceive.

From the neighboring heights commanding views may be obtained of extensive reaches of country in several directions. Northward rises the purple and wooded mass of the North Mountain, with Blomidon at its eastern end, and in the foreground, stretching to its base, lies the broad and fertile district of Cornwallis like a map in relief, every distinctive shade and color shown true and perfect in the clear atmosphere. Eastward the placid bosom of Minas reflects the deeper blue of cloudless skies; and the broad meadows of Grand Pre, reclaimed by the incessant toil of the Acadian, are flecked with varying shades of green as the light wind stirs the grass. And, early in June, the whole country, far and wide in every direction, is white with the blossom and scented with the fragrance of the apple.

Until recently the population of Kentville was comparatively small, but of late its development has been marked, and it now has over 2,000 inhabitants. The town is laid off with regularity, and there is ready access to all points. The streets are broad and level, and in the main

Land of Evangeline Route.

Dominion Atlantic Railway.

QUICKEST. CHEAPEST. SHORTEST.

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DIGBY AND ST. JOHN SERVICE.

operated by the **"PRINCE RUPERT"** the most perfect and fastest Passenger Steamer on the Eastern Seaboard. This route between Halifax and St. John, N. B., is 86 miles shorter than by any other.

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Office 126 Hollis St., Halifax, N. S. WM. FRASER, Man. and Treas.

ASK FOR TICKETS Via THE DOMINION ATLANTIC RAILWAY at the offices of T. Cook & Son and H. Gaze & Son, New York, Philadelphia, Washington, Newark, Montreal, Toronto, Hamilton, Chicago, Quebec, and all the Railroad Offices, or at the Company's Office.

Halifax--126 Hollis Street, St. John, N. B.,--114 Prince William Street, Boston--228 Washington Street

FOR ALL INFORMATION WRITE OR APPLY

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K. SUTHERLAND, Superintendent
P. GIFKINS, Passenger Traffic Supt.
KENTVILLE, N. S.

Wm. FRASER, Gen. Freight Agent,
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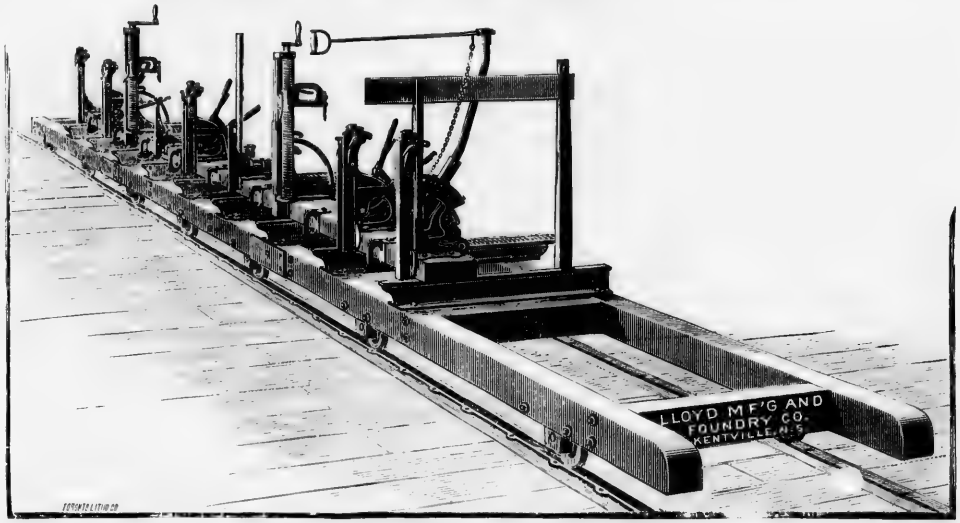
JOHN I. LLOYD, Proprietor, - - KENTVILLE, N. S.

Gold Mining Machinery,
Pulp Machinery, Belting, &c



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OUR SPECIALTIES.—Band Saw Mill Machinery, Improved Rotary Saw Mills, with Green Mountain Dogs, also Screw Post Dogs, Turbine Water Wheels, Power Feed Gang Edgers, Buzz and Surface Planers, Heading Rounders, Stave Machines, Stave Jointers, Stave Planers.

The Advertiser,

KENTVILLE, N. S.

It is published weekly and is
The Leading Newspaper,
The People's Newspaper,
The Advertisers' Newspaper

H. G HARRIS, Editor and Proprietor.

TERMS $1.00—STRICTLY IN ADVANCE.

The best News and Advertising Medium in the famous Cornwallis and Annapolis Valleys.

ADVERTISING RATES FURNISHED ON APPLICATION.

J. PUBLICOVER, HAIR DRESSING SALOON.

WEBSTER ST., (next door to Post Office) **KENTVILLE, N. S.**

FITTED up with all modern improvem s. Tobaccos and Cigars, also Pipes. One of the finest arranged shops in the Maritime Provinces. First-class workmen on hand, and the public can be suited in first-class style.

CHURCH STREET, KENTVILLE, N. S.

well shaded; they are exceptionally dry and clean, the sandy nature of the soil rapidly absorbing moisture, and the grading swiftly diverting the rainfall into the river. It is largely owing to this fact, in combination with its sheltered situation and the salubriety of its climate, that Kentville enjoys a reputation for healthiness and freedom from disease second to none on the continent, its death rate averaging only two in the 1,000. There are a more than usual number of beautiful, artistic and commodious private residences, evincing alike the taste and means of the owners. The newer building that are being constructed are designed not less for artistic effect than for due attention to comfort, convenience and sanitary conditions.

The business houses are concentrated round the principle square, in close proximity to the railway station. Many of them are extensive, and contain displays of goods that in point of value, variety and novelty are rarely found outside of, and would do credit to the larger cities. The hotel accommodation is ample and good. The principal ones are the Aberdeen, D. McLeod, proprietor, and the Porter House, W. H. Townsend, proprietor.

Situated in the centre of one of the finest agricultural and pastoral districts in the world, it follows that the cost of living is extremely reasonable, the taxation is significantly light, being only $1.30 per $100; inexpensive sites for either residences or factories are readily procurable, and the transit faculties are all that can be desired, even to the "Flying Bluenose" express train and Pullman cars.

In its social aspects the conditions are eminently superior; its educational advantages are exceptionally good, Kentville Academy having gained a distinctive reputation all over the Province: and there are various facilities for cultivated intellectual enjoyment and intercourse. The religious denominations are well represented, there being Catholic, Episcopal, Presbyterian, Baptist and Methodist churches in the town. The town is also a sort of favorite headquarters for the sporting fraternity. Game of various kinds, for either gun or rod, abounding in the vicinity in their several seasons. The streams in the vicinity abounding in fish, and the desciple of Paak Walton may here revel in a paradise specially created for him. Should the tourist prefer the gun to the rod to satisfy his sportsmanlike instincts, all he has to do is to visit Kentville in the autumn and he can have his fill of woodcock, partridge, snipe and duck shooting.

As the County seat Kentville has always enjoyed a certain degree of distinction, and secured a very considerable amount of business, and as facillties for transport and intercommunication increased, its merchants were not slow to avail themselves of the new conditions. The town is the headquarters of that enterprising and progressive corporation, the Dominion Atlantic Railway, and also of its machine and car shop; and this fact, combined with its fortuous location, has had much to do with its growth and progress. In order to keep abreast of the times, and recognizing the advantages that would ensue, the town became incorporated some nine years ago, and thus took its fortunes and the management of its municipal affairs into its own hands. The results have more than justified anticipations. Water was brought into the town from a distance of over three miles for purposes of fire protection and domestic use; and efficient volunteer fire and protective companies have been organized, with the result that a large reduction has been made in the cost of fire insurance. The streets of the town were graded and improved, new avenues of approach were opened, and substantial iron bridges were erected over the Cornwallis River and Kentville Brook. Later an electric light company was formed, and the streets, stores, hotels and many private residences are lighted with incandescent lights. Numerous buildings, factories, stores and residences have been erected, trade has expanded in a remarkable degree, and the town has now become an acknowledged commercial centre and point of receipt and distribution for a wide adjacent territory that is both populous and fertile.

As a centre from which the tourist can visit outlaying points of interest, viz: Lookoff, Blomiden, Bay Shore, Grand Pre, Gaspereaux Valley, etc. Kentville offers exceptional advantages and teams can be secured at reasonable rates.

From what has been written, and the half has not been told, it will be apparent that Kentville is aggressively progressive and keeping well in front of the times. There is no more beautifutly situated, cleanly or attractive town to be found anywhere, and this is saying a good deal, but not a word too much. Nestling under monarch trees, and sheltered from the rude blasts, by the hills, which hem it in on every side, it is an ideal residential retreat. The air is pure and mild, occasionally tinctured with a whiff of ozone from the sea, blown across the intervening meadows.

The scenery on every hand is rich, varied and romantic, and delightful walks and drives abound in all directions. The restraining and modifying handiwork of man is everywhere blended harmoniously with the abounding luxuriance of nature. Looked down upon with neighboring heights, it would appear a veritable "Sleeping Hollow," but for the scream of the locomotive, and the vibrant rumble of the trains. Without going down into the busy streets near the railway station no one would suspect that it was a great and active trading centre, and imagine what volumes of traffic pass daily out and in.

The wise and fostering guardians of its municipal and public bodies have within the past few years not alone revolutionized the outward physical appearance of the town, but have stimulated a healthy and reliant public spirit and given a marked impetus to trade and enterprise. The result has been a substantial advance in everything that makes for the welfare, the comfort and the convenience of the community; and the advance has been a healthy, steady and solid one. Every step gained has been steadfastly held and made the vantage ground for a further advance. Relying on the public spirit of its citizens, on the special advantages of its situation in the centre of a rich, fertile and populous country, on its charming surroundings, and on many natural and social attractions, it may be confidently predicted that what has been gained and accomplished is but the first fruits of the harvest that will be reaped and garnered in the coming years. It is for this reason and upon these grounds, that the Town of Kertville claims that it offers peculiar attractions for residents and visitors, and possesses special advantages for, and will give every encouragement and aid to, the establishment of manufacturing and industrial undertakings. Come and see us anyway and judge for yourself. Failing this, communicate with the Mayor, Town Clerk, or Secretary of the Board of Trade, and accurate reliable information will be cheerfully furnished you on any subject relating to the town or district.

A first-class newspaper is published here weekly called the Advertiser, H. G. Harris is the proprietor and editor; the terms are one dollar per year. See advertisement per index.

The leading professional and business people are DeWolf & Lamont, grocers, &c.; Lloyd Manufacturing Co., manufacturers of machinery; Fred. A. Masters, barrister-at-law; Nova Scotia Carriage Co., manufacturers of carriages; John Publicover, hair-dresser and barber; W. E. Rosese, barrister-at-law; W. P. Shaffner, barrister-at-law; Webster & Robertson, barristers-at-law; Wickwire & Cogswell, barristers-at-law.

BRIDGE, LIVERPOOL, N. S.

MAIN STREET, LIVERPOOL, N. S.

LIVERPOOL, N. S.

LIVERPOOL, N. S., originally Port Rossignol, a post and money order settlement, the county town of Queens, is prettily situated at the head of Liverpool Bay, on the River Mersey.

The Mersey takes its rise in Annapolis County, and flowing through a series of lakes, amongst which is Rossignol, the largest inland sheet of fresh water in Nova Scotia, flows into the sea at this point. It is navigable for small vessels about two miles only. The Town of Liverpool is very attractive in appearance, especially in summer, when the Main Street is almost embowered by the foliage of the numerous large trees. The climate, even in the hottest weather, is generally tempered by the sea breeze from the Atlantic, and justly entitles Liverpool to the credit of being a health restorer for invalids and city residents fagged out by excess of business or pleasure. In the neighborhood are many pleasant drives and walks, the drive round western head rewarding one with very pretty bits of scenery, with a bold lookout on the broad ocean. Beach Meadow and

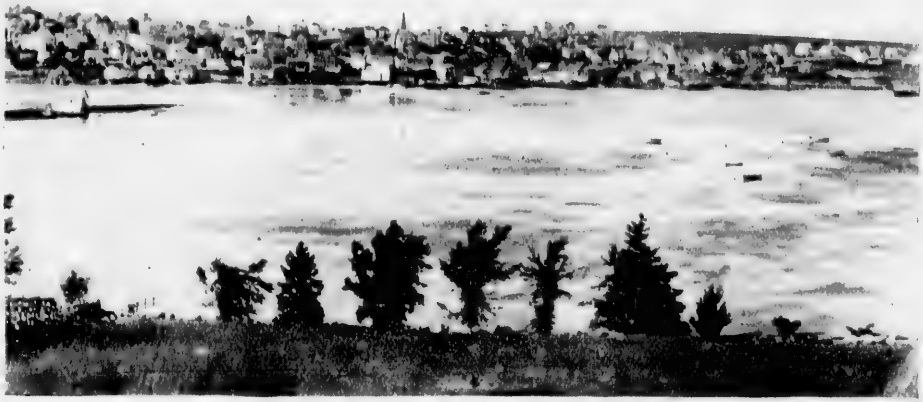
If you want First Class Printing send to The Sun Printing Company, Ltd., St. John, N. B.

COURT HOUSE, LIVERPOOL, N. S.

Summerville Beach afford splendid hard sand for a spin with a good team. "Hill's Grove," of pine trees is celebrated as a resort of picnicers. The harbor and river furnish excellent boating facilities. Good salmon and trout fishing can be had in the season within easy reach, deep sea fishing as well, while the moose hunting in the fall is unsurpassed in any part of the Province Intelligent Indians or reliable white hunters can always be obtained to accompany a hunting party. A trip from headwaters down the lakes in a canoe is most enjoyable and exciting.

Milton, some two miles up the river, is the "mill-town" where the giants of the forest, after their voyage down the many lakes and streams, are converted into lumber for shipment to the West Indies and other parts. Milton is a very pretty village, extending for over a mile on either bank of the river, and its comely residences indicate a large measure of "well-to-do-ness" in the Miltonians who number about 1,200. An Indian camp is located at Upper Milton.

The trade of Liverpool is principally with the West Indies, the exports being fish and lumber. The population of this town is about 2,500. Liverpool harbor is never frozen over so as to impede navigation and from its position is one of the best places on the coast to carry on the fishing and West India business and for establishing manufacturing enterprises. It is 104 miles from Halifax via the (Nova Scotia) Central and the Dominion Atlantic Railways.



BIRD'S EYE VIEW LUNENBURG, N. S.

COUNTY ACADEMY, LUNENBURG, N. S.

VIEW OF HARBOR, LUNENBURG, N. S.

COURT HOUSE, LUNENBURG, N. S.

LINCOLN STREET, LUNENBURG, N. S.

LUNENBURG, N. S.

FORMERLY called Merliguishe, is the oldest settlement formed by the British in Nova Scotia. It is the shiretown of Lunenburg County and the chief fishing port in Canada. Situated on the Atlantic coast, 40 miles by water from Halifax, N. S., and is the terminus of the Central Railway (Nova Scotia) which makes connections at Middleton, N. S., with the Dominion Atlantic Railway for Halifax, Digby, St. John, Yarmouth and Boston. This town has the largest fishing fleet in Canada, being engaged in the bank fisheries. There is also a large West India and coasting fleet, the local fleet not being able to supply the demand. Thousands of quintals of cod fish are imported from Newfoundland and other ports, whence they are exported to the West Indies. The harbor is a magnificent one, and tourists will enjoy themselves immensely either boating, fishing, or bathing, the last mentioned being indulged in to a great extent on account of the fine sandy beach. The scenery around the town cannot be beat. The roads are good both for carriage and bicyclists, It is a beautiful sight to see the fishing fleet leave the harbor on a bright summer morning, and as the air is very bracing it is recommended as one of the finest for invalids to go to to regain health and strength.

LOUISBURG, C. B.

LOUISBURG, C. B., a seaport, post and money order town in Cape Breton County, on the south-east side of Cape Breton, 26 miles from Sydney, via the Sydney and Louisburg Railway. This old and historic town has been, and is now, one of the most interesting places for the tourists to visit in Cape Breton. The ruins of the old fort are still to be seen, and it is not an uncommon thing to see the strangers turning over the sods and digging up the earth to find some old relic to take home to remember their visit. The people living in the vicinity of the fort have got lots of curiosities in the shape of old coins, bayonets, guns, pistols, cannon balls, etc., which they will sell for a very small price. Guides can be procured who will explain and show the visitor all moats, magazines, etc., which is very interesting to see and hear explained to you. One of the sights of the place is the handsome monument, dedicated a short time ago, to commemorate its capture by Captain Pepperell and his new English yeomen. The inhabitants are a very social class and does not mind the trouble they are put to so long as they please the party that they are entertaining. There has been some talk of making this a port of call for the trans-atlantic steamships, so that passengers could save time and a thousand miles of ocean voyaging by taking the railway and continuing their voyage for a while on land. The principal hotels to stop at are the Louisburg House, Mrs. M. Slattery, proprietoress; the Louisburg Hotel, Mrs. B. E. Hanley, proprietoress; and the Pepperell House, R. McLean, proprietor. Merchants that have patronized the work are T. P. Bourgeous, general merchant, and H. C. LaVatte, attorney-at-law.

HENRY C. V. LEVATTE,

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FIRE, LIFE AND MARINE INSURANCE AGENT.

LOUISBURG, C. B.

T. B. BOURGEOIS,

Commission and General Merchant in

Groceries, Confectionery, Flour, Fish, &c.

VERY BEST ATTENTION GIVEN TO OUR CUSTOMERS.

LOUISBURG, - - Cape Breton.

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VIEWS IN AND AROUND LOUISBURG, C. B.

GRAND NARROWS. C. B.

BADDECK, C. B.

COMMERCIAL STREET, MIDDLETON, N. S.

MIDDLETON, N. S.

MIDDLETON is one of the towns of western Nova Scotia, which the summer tourist in his annual pilgrimage, or the invalid in quest of health, should not fail to visit. It is the half-way house, so to speak, of the Dominion Atlantic Railway, being about the central point of the line, and having a well-conducted restaurant at the railway station, where all trains stop for refreshments. It is a young town, having but a few years of history behind it, and those of rather an uneventful character, but what it lacks in antiquity and the respectability which comes from old age, it makes up in the vigor and extent of its growth and material development during the half dozen years since the Central Railway was completed.

Situated near the centre of the Annapolis Valley, in one of the finest fruit growing sections of the province, the various fruits of our northern climate are here to be found in their season in great abundance, and in the highest state of perfection. From the top of the mountain, a couple of miles to the north of the town a far extended view of this section of the valley can be had which presents to the eye a picture

"Fair as the garden of the Lord,"

with its varigated scenery of orchard and meadow, woodland and plain, with the Annapolis River slowly winding its course through the midst. A couple of miles in another direction takes the

S. N. MILLER, M. D.

Physician, Surgeon, and Druggist.

DEALER IN

Drugs, Druggist's Sundries, Stationery, Fancy Goods, Etc.

JOBBER IN BOTTLES. **MIDDLETON, N. S.**

MANUFACTURER AND PROPRIETOR OF

Dr. Miller's Compound Syrup Tar Cough Mixture.

Dr. Miller's Tonic Dinner Pills.

Derby Scratch and Grease Heel Ointment.

Evangeline Essence.

HIGHEST MEDICAL TESTIMONY AWARDED TO

DR. MILLER'S COMPOUND SYRUP

—OF—

Tar Cough Mixture.

"Having examined many of the leading cough mixtures on the market, we find the formulæ for Dr. Miller's Compound Syrup of Tar Cough Mixture the best for Coughs, Colds, Bronchitis and Incipient Consumption." *Medical Examiner, November, 1894.*

USE DR. MILLER'S

TONIC DINNER PILLS

For Indigestion, Chronic Constipation, Sick Headache, Neuralgia, Chronic Rheumatism, Skin Disease, a General Tonic.

THEY CLEAR AND BEAUTIFY THE COMPLEXION.

REV. J. E. WARNER, Rector Holy Trinity Church, Middleton, writes: "I confidently give them public recommendation as I have found them the best medicine I ever used."

DERBY SCRATCH AND GREASE HEEL OINTMENT

Cures Scratches, Grease Heel, Galls & Cuts on Horses.

My horse was laid up for ten days so bad I could not use him, then DERBY SCRATCH AND GREASE HEEL OINTMENT was recommended to me and cured him in less than one week.

H. A. BELDON, Merchant, Middleton, N. S

S. N. MILLER, M. D., Middleton.

H. E. REED,

DEALER IN **FINE GROCERIES,**

Dry Goods, Ready-Made Clothing, Clothing, Boots, Shoes, Crockery, Etc. Exporter of Domestic Fruits and Produce.

MIDDLETON, - - - NOVA SCOTIA.

T. P. CALKIN. M. A. SHAFFNER

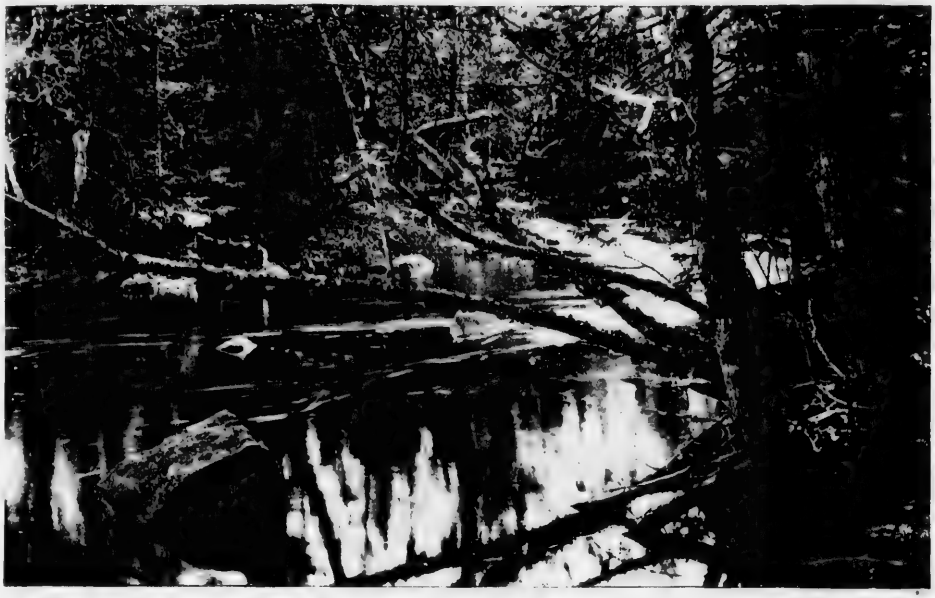
CALKIN & SHAFFNER,

BICYCLE AGENTS.

Importers and Dealers in

SHELF AND HEAVY HARDWARE, CARRIAGE BUILDERS' AND BLACKSMITHS' SUPPLIES, PAINTS, OILS, AND COLORS.

COMMERCIAL STREET, - MIDDLETON, Nova Scotia.



ANNAPOLIS RIVER NEAR MIDDLETON, N. S.

traveller to the Wilmot Spa Springs, whose mineral waters have long been famous for their curative properties. These springs are annually visited by a large number of invalids, many of whom receive much benefit from the waters. An energetic company under the management of Mr. George Smith, of St. John, has of late years barrelled these waters and manufactured various soft drinks from them, which have found a ready sale throughout the Maritime Provinces.

Middleton has four good hotels which amply provide for the wants of the travelling public and assure the wayfarer of the comforts and modern conveniences of a first-class hotel at very reasonable rates. It has a number of very good stores where are to be found full lines of Canadian, English and American goods at moderate prices.

In the Annapolis and Nictaux Rivers and in the various lakes and smaller streams in the near vicinity an abundance of trout are to be found in the proper season, while shad in great quantities and salmon in lesser numbers are taken from the rivers in the spring Guides can always be secured when needed at very moderate charges. In the autum partridge or grouse and other game can be found within easy reach of the town.

The town has a water system which gives it an abundant supply of pure spring water, brought from the neighboring mountain, and enables its citizens to enjoy the benefits of modern conveniences in their residences. It has also churches of the Baptist, Methodist and Episcopal denominations, thoroughly equipped public schools, an agency of the Commercial Bank of Windsor, a

FALLS IN VAULT, MELVILLE SQUARE, NEAR MIDDLETON, N. S

customs house, an express office, a government savings bank, a telegraph office, a weekly newspaper, and is the head office of the Valley Telephone Company.

Its business is largely in the hands of young men, and the rapid development of the town during the last few years is to a considerable extent due to the enterprise and energy of these. Favorably situated on the line of the Dominion Atlantic Railway, and forming the terminus of the Central line, surrounded by a rich agricultural country, with a population in which young and enterprising business men predominate, Middleton may be expected in the next decade to become one of the largest, as it is now one of the most enterprising, towns in western Nova Scotia. The postmaster, Mr. F. Andrews, will promptly answer all enquiries.

The principal hotel to stop at is the Middleton House, C. C. Dodge, proprietor. The principal business and professional men are Calkin & Shaffner, general merchants; S. N. Miller, M. D., physician, surgeon and druggist; E. A. Mellor, dry goods, etc.; W. G. Parsons, B. A., barrister-at-law; H. E. Reed, general merchant; Walker, Hanson & Rogers, hardware, etc.

E. A. Mellor,

DRY GOODS, KID GOVES,
.. .. CARPETS, ...
GENTS FURNISHINGS, Etc.

MIDDLETON, NOVA SCOTIA.

L. J. WALKER. C. S. HANSON. O. A. ROGERS.

WALKER, HANSON & ROGERS,

HARDWARE, CARRIAGE STOCK, ETC. PAINTS, OILS, GLASS, AND BUILDER'S SUPPLIES.

TELEPHONE NO. 1. P. O. BOX 18.

Corner Main and School Streets, - MIDDLETON, N. S.

HIGH SCHOOL, NEW GLASGOW, N. S.

NEW GLASGOW, N. S.

NEW GLASGOW, is a seaport, post and money order town, is charmingly situated on the green sloping banks of the beautiful East River, near the head of the tide, a position which history shows is the ideal one for commerce and trade. It is in the centre of the immense coal and iron areas of Nova Scotia, and with these two important items, which so largely

FRANCIS DRAKE,

Manufacturer of **Carbonated Beverages,**

Lemon Sour, and **Choice Syrups,**

IRON BREW CATAWBA CHAMPAGNE, Also, DEALER IN
..... CIGARS. .....

—Telephone No. 24.— —P. O. Box 167—

New Glasgow, N. S.

NEW GLASGOW

LIVERY, SALE and BOARDING STABLES

J. W. CHURCH, - Proprietor.

Single and Double Teams

FURNISHED AT SHORT NOTICE

AND ON REASONABLE TERMS.

North End, - ARCHIMEDES ST.,

TELEPHONE COMMUNICATIONS. NEW GLASGOW, N. S.

PROVOST STREET, NEW GLASGOW, N. S.

enter into manufacturing, brought together at their very doors, the town is bound to become the great manufacturing centre of the Maritime Provinces. It is surrounded by towns and villages, in all of which manufacturing is carried on to a considerable extent; at Trenton, but five miles away, are the large iron works. The roads are macadamized and are in splendid condition for bicycling or carriages. The drives are beautiful. A short drive to Rustico and Little Harbor, where there is a splendid place for pitching your tent and camping out for a short time. Within a few miles in all directions are rivers and bays, hills and dales, which are noted far and near as summer resorts. A short walk from Fraser's Mountain a magnificent view may be had of the whole country, including Pictou Islands, P. E. Island, New Glasgow and Blue Mountains. It is considered to be the healthiest resort in Nova Scotia; its altitude is high, the air is pure and bracing, there is a natural drainage and a fine system of sewerage, has no malara; protected by the hills in winter and cooled by the gentle breeze of the East River in Summer. New Glasgow has excellent connection with the surrounding local towns and districts; sixteen trains daily to and from Stellarton, twelve to and from Pictou, four to and from Westville, four to and from the Pictou Landing There are other places well worth visiting and within easy reach of New Glasgow. A trip down the East River to Pictou or a drive to Malberly Beach at Little Harbor ought not to be missed. Malberly Beach is the outing place for the people of Pictou County, it is but ten miles from New Glasgow, and the drive down is a thoroughly pleasant one; there is a beautiful sand beach nearly four miles long, affording one of the finest bathing places in eastern Nova Scotia.

Y. M. C. A. BUILDING. NEW GLASGOW, N. S.

FRASER BROS.,

NEW GLASGOW, N. S.

Machinists and Engineers,

Engines, Pumps, Hoisting Gear,

Stamp Mills, Gold Mining Machinery

IN GENERAL.

CASTINGS OF ALL KINDS IN BRASS OR IRON.

BRIDGE, NEW GLASGOW, N. S.

New Glasgow is an excellent centre for manufacturing and commercial enterprises; there are already steel works, iron works, glass works' iron bridge works, steel harrow and plow works, flour and feed mill, furniture factories, door and sash factory, carriage factories, and the town and vicinity claims to have more traffic than any other four places on the line-

The school building cost $25,000; it is a fine work of art and is built of brick and stone. The town is lighted by electricity. There are branch offices of telegraph, telephone, banks and express companies, The newspapers are good ones, namely, the Eastern Chronicle and the Enterprise, the former is published in the Liberals interest while the latter upholds Conservative doctrines. There is so much that will be of interest to the stranger and tourist in New Glasgow that it ought to be the means of tourists stopping off there for a few days to see the different manufacturing establishments, and the fine roads will make you think of going out into the suburbs of the town and enjoying yourself. There is a fine livery stable, run by J. W. Church, who rents fine turn-outs at very reasonable prices. The principal hotel to stop at is the Hotel Vendome, D. MacDiarmid, proprietor. The principal business and professional men are: Francis Drake, manufacturer of all kinds of soft drinks; H. K. Fitzpatrick, barrister-at law; Fraser Bros., machinists; Fraser. Jennison & Graham, barristers-at-law: John McGillivery, barrister-at-law; H. V. Jennison, barrister-at-law; James F. McLean, barrister.at-law, and Sinclair & Patterson, barristers-at-law.

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BIRD'S EYE VIEW PARRSBORO, N. S.

PARRSBORO, N. S.

IN a beautiful country, on the shore of the Basin of Minas, Parrsboro has many attractions for the tourist in quest of quiet enjoyment. It was settled by the American Loyalists, who named it in honor of the first governor of Nova Scotia. The village is a busy place and does a large business in the shipping of coal and lumber. The fogs, which sometimes enter the Bay of Fundy, rarely intrude here, and never remain sufficiently long to cause a feeling of discomfort.

The most pleasant place in the vicinity of Parrsboro is Partridge Island, about two miles from the village. It is a peninsula with an area of fifty acres, but becomes an island during high tides, when the water covers the low ground in the rear. From this low ground the land rises grandly to a height of about two hundred feet, and exposes a bold and majestic bluff to the waters of the basin. Through the beautiful woods, by which it is covered, a road winds gracefully to the summit, the timber being cleared at intervals to allow unobstructed views of the surrounding country. These views are simply glorious. The Basin of Minas, famed for its beauty, is here seen to its best advantage. A splendid panorama of sea and land flashes upon the spectator. Far down, where the waters of Bay Fundy becomes broad and deep, is seen Cape D'or overlooking the bay. Nearer, as the channel enters the basin, stand Capes Sharp and Split, like sentinels to guard the pass, while Blomidon, rising from the waves, looks down upon the fair and fertile marshes of Grand Pre—the land of Gabriel and Evangeline.

The drives and walks in the vicinity of Parrsboro are numerous and most enjoyable. The roads are always good, for the soil is of clean gravel. In whatever direction one goes there are roads upon which it is a pleasure to drive. One of the most attractive drives, however, is to the beautiful Five Islands, twelve miles away. Much of the road is romantic in the extreme, presenting all kinds of scenery. For four or five miles the way lies in a george between the mountains. The beauty of Five Islands, too, is something to be long remembered, and, indeed, the place has long had a wide fame among searchers for the picturesque in nature. Many prefer to visit Five Islands by sailboat, and excursions are very frequent.

This is not notably a salmon country, though some are found near Partridge Island and in Five Island rivers, and are present to a certain extent in others. The trout fishing is fair, being of medium size. Partridge Island, Moose, Diligent and Half Way Rivers are the best fishing streams. Some sport may also be had at Leak's Lake and Lake Pleasant, close to Parrsboro; at Fullerton's Lake, nine miles away, and at Gaspereaux Lake, six or seven miles distant. Good salt water fishing may be had in the Basin, where cod, halibut, hake, pollock and haddock are found.

BIRD'S EYE VIEW PICTOU, N. S.

PIC'TOU, N. S.

THE Town of Pictou derives its name from an old province of France named Poictou, and was located by one John Patterson, a namesake at least of the founder of the Bank of England, and an ancestor of Dr. Patterson, the well-known historian of the County of Pictou. Although its name is of French derivation, it must not be inferred that its early settlers were of that nationality, for, indeed, they were all strong, hardy Scotchmen, and throughout the entire county can still be found their descendants, whose love for the land of the heather is very marked.

Pictou is the chief town of the County of Pictou, and one of the leading seaport towns of Nova Scotia. It is beautifully situated on the northern shore of the Province on a magnificent harbor opening into Northumberland Strait. The harbor is nearly two miles in width, and forms the estuary of three small rivers. For boating and bathing it is unexcelled. The town is situated on the ground gradually rising from the harbor front, and its main streets run parallel with the harbor. Its position, as seen from the water, is both commanding and attractive, while also of great beauty. The writer well remembers his first view of the town -- on a peerless afternoon in June, while driving towards Durham, and near Roger's Hill, it burst upon his view a scene of surpassing beauty, but which a nearer acquaintance in a slight measure served to dispel. This brings to mind the fact that Pictou is noted for its beautiful driveways and good roads; the drive from the town by the road which skirts the harbor mouth and Northumberland Strait being especially beautiful.

The public buildings of Pictou are noticeable. A fine academy building forms a conspicuous object in a view of Pictou. It stands upon the highest point in the town, and was built in 1896 at a cost of $25,000. It is the most modern and best equipped educational institution in the province. It has won for itself, in the old building as well as in the new, an enviable reputation for its thorough training, and the men of mark which it has given to the Dominion — Sir Wm. Dawson, Rev. Principal Grant and others. Students from all parts of the provinces attend the Academy and the present year is the most successful one in its history. A new Post Office erected by the Dominion government at a cost of $30,000 is a conspicious object on Water Street, while the Court House, Registrating office, Custom House and Y. M. C. A. buildings compare very favorably with those of other towns.

Pictou has a considerable maritime interest and a large number of vessels enter the port, although in late years, coal, the chief article of export, is mostly taken away by large steamers thus diminishing greatly the number of sailing crafts. Its harbor is unsurpassed in point of safety, and near its mouth is a Marine Railway for overhauling and repairing vessels. During the season of navigation the S. S. St. Olaf makes regular trips to Georgetown and Souris, P. E. I., and Magdalen Islands, and to several Cape Breton ports, carrying passengers and large quantities of

freight. The S. S. Campana makes regular trips between Montreal and Pictou, calling at intermediate ports. There is also a daily steamer to Charlottetown, and a boat making hourly trips to New Glasgow.

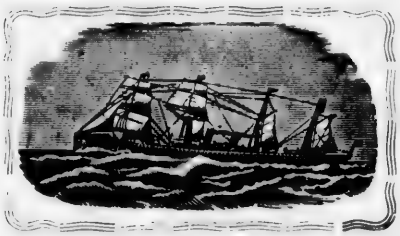
The trade of the town is chiefly local, and its tradesman are distinguished more for solidity than for enterprise. As the chief town of the most famous county, it has a reputation and standing all its own.

It is an incorporated town of 3,000 inhabitants. Has 7 churches, and superior schools apart from the Academy before mentioned. Has two banking agencies, and two weekly newspapers – "The Advocate" and "Standard."

It is one of the best situated places for manufacturing in Canada. Coal mines, iron deposits, and firestone quarries are in its vicinity. It has a railroad on each side of its harbor, the main line entering the the town from the west and bringing extensive trade from Oxford, Tatamagouche, Wallace and other settlements on the north shore of the province.

Excellent hotels, efficient fire protection and system of water works about to be put in. There is also Telegraph and Telephone offices.

The principal hotel to stop at is the Revere, Nat. Doherty, proprietor.



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BIRD'S EYE VIEW SHELBURNE, N. S.

SHELBURNE, N. S.

SHELBURNE, capital of Shelburne County, a post and money order town, beautifully situated on the east side of Shelburne Harbor, which has always been considered one of the finest in the world. It is a clean, well-built town of about 2,000 inhabitants and contains many fine stores and residences. The principal industries are shipbuilding, lumbering and fishing, a large trade being done with Halifax, and other ports along the coast. The Shelburne Granite Works give employment to a large number of hands. Shelburne is noted for its healthful climate, and, as a summer resort, has advantages unequalled by those of any other port on the coast. In its vicinity are many beautiful drives. One of the best is that around the shore to the neighboring harbor of Jordan Bay, affording a magnificent view of the Atlantic. Another is that northward, through the settlement of Ohio, a drive for twenty or thirty miles through a wooded country,

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MAIN STREET, SHELBURNE, N. S.

diversified by lake and river. Directly opposite the town are the old barrack grounds, formerly occupied by soldiers, but now chiefly devoted to the use of merry groups of picnicers, for whom it is a favorite resort. It was here that Field Marshal Beresford, victor at Alberera, lost an eye from the accidental discharge of a musket. The boating and bathing facilities of Shelburne can not be surpassed. The harbor is long and wide, and yet so sheltered from the ocean that it resembles a lake, making boat-sailing delightful and secure. Bathers will find here everything they require. The dense woods which line many parts of the harbor afford delightful spots where one may disport himself unobserved, while for those who prefer, are convenient bathing houses free to all, within the limits of the town.

It is in regard to hunting and fishing, however, that Shelburne offers advantages unexcelled in the Maritime Provinces. The harbor swarms with fish. The favorite sport of mackerel fishing is found here to perfection. Catches from 200 to 300 per man per day are common. To the expert angler the streams of Shelburne and vicinity offer every advantage. A dozen or two of fine trout may often be taken within a few minutes walk of your boarding house, while further up the river catches from 100 to 200 per party are frequent. Good roads lead from town to within a short distance of the fishing grounds.

WATER STREET, SHELBURNE, N. S.

To the moose, bear and fox hunter the densely wooded region north of Shelburne offers unequalled advantages. It is extremely rare for a well-equipped party, furnished with a good guide, to go out without bagging one or two moose. In fact, so plentiful are they, that a few years ago a law had to be passed prohibiting one man from killing more than three moose, as they would frequently remove only the horns and hide, leaving the rest behind. Partridges, wild ducks and rabbits are found in abundance. Hunters must remember, however, that the Close Season Law for game is in force until about the middle of September, after which moose hunting, partridge shooting, etc., becomes lawful. It is probably through lack of railway communication that Shelburne has, up to the last year or two, been comparatively neglected as a summer resort. This neglect, however, has preserved the hunting and fishing grounds almost intact, so that the traveller coming here will find privileges unexcelled in Eastern America, in near proximity to a large town, fully supplied with every convenience, with excellent accommodation for both ladies and gentlemen, and only one and one-half day's sail by steamer from the United States. The favorite route to Shelburne from the United States is by steamer "Yarmouth" or "Boston" to Yarmouth. From there to Shelburne by steamer is only a matter of about eight hours, 108 miles from Halifax.

MAIN STREET, SHUBENACADIE, N. S.

SHUBENACADIE, N. S.

SHUBENACADIE is a post and money order village in Hants County, on the Shubenacadie River, a station on the Intercolonial Railway, twenty-two miles from Truro and thirty-nine miles from Halifax. The climate is very healthy, and for invalids it would be a splendid summer resort. The tourist wanting a country place only a few hours ride by rail from Halifax could not get suited better than to go to Shubenacadie. You can go to Halifax in the morning and return same day. The climate is delightful, the fishing good in the river, and the inhabitants are willing to try and please everybody that comes to their town to spend a few days. The roads are good for bicycling and carriages, and the drives are delightful. There is two first-class hotels, the American House, Thomas Cox, proprietor, and the Sherman House, Mrs. R. M. Holesworth,

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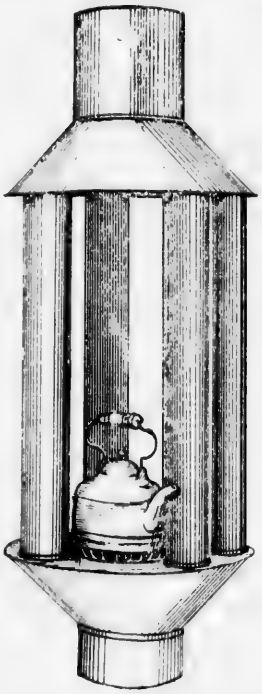
proprietress, where every attention is paid to the guests to make them feel at home. The town is lighted by electricity, and is a stirring little place; ten stores, two tanneries, two brickyards, two sawmills, one grist-mill and lime works; W. U. Telegraph and N. S. Telephone offices and Dominion Express office. The population is 700. The principal merchants are: E. H. Hall, merchant tailor; James Gass & Sons, general merchants; Watson Smith, tinsmith.



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SHUBENACADIE, N. S.

BIRD'S EYE VIEW SPRING HILL, N. S.

SPRINGHILL, N. S.

THE incorporated Town of Springhill, with a population of 5,000, is favorably situated in the heart of the great County of Cumberland, about an equal distance from the outlying towns of Amherst, Pugwash and Parrsboro. It occupies an elevated site (700 feet above sea level) with natural drainage in every direction. Its chief industries are mining and lumbering. The history of this flourishing town dates from a period not yet very remote. The area that is now the home of probably 5000 people was occupied twenty-five years ago by five families who lived by farming on a small scale and lumbering in the winter. Until after the opening of the Intercolonial Railway, in 1872, nothing was done, or indeed could be done, towards opening up the great coal fields in the vicinity of the town; in truth at that date the extent and vastness of the coal deposits at Springhill were not known or at all events not thoroughly appreciated even by the owners or lessees of the mines. Soon after the opening of the I. C. R. a branch railway, four and a half miles long, was built connecting the mines with the main line, and the mining and shipping of coal begun under the management of a joint stock company, composed principally of St. John men.

The completion of a line of railway from Springhill to Parrsboro in 1877, and the construction of coal wharves there, from which coal can be shipped by water all the year round, gave a fresh impetus to the coal industry at Springhill, and the output soon rose from 3,274 tons in 1873, the result of the first year's operations, to nearly half a million tons annually.

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THE trains of this Company connect with the **Intercolonial Railway** at **Springhill Junction** for **Springhill Collieries,** and thence to **Parrsboro,** on the shore of the Basin of Minas.

At **Parrsboro,** during the season, daily communication is made with the Dominion Atlantic Railway by the steamer "Evangeline," to Kingsport, giving a delightful sail across the Basin of Minas, passing quite close to the far-famed "Blomidon." There is also the Mail Service down the Western Shore, from which route beautiful views are obtained of Cape Split and other interesting places in the Basin of Minas.

There are also conveyances to Five Islands, a magnificent drive of twelve miles, passing through some of the most beautiful scenery to be met with anywhere.

Parrsboro possesses good Hotels and Coaches meet every train. Visitors are taken free to the respective hotels. Private conveyances can easily be obtained at reasonable rates, enabling tourists or others to visit every point of interest with the greatest facility.

Head Office:
MONTREAL, Que.

MINES,
Springhill, N. S.

Springhill has every prospect of becoming more than a mere mining town, and offers almost unrivalled advantages for the investment of capital in manufactories, particularly such as would give employment to women and men who are not robust enough to adopt mining as an occupation, such as boot and shoe manufacturing.

The Town of Springhill is governed by a mayor and six councillors, elected by popular vote, and is in many respects a model municipality. In respect to churches, schools and the modern conveniences which go to make up the sum of man's happiness in this life, Springhill is quite abreast of her sister towns in the Maritime Provinces.

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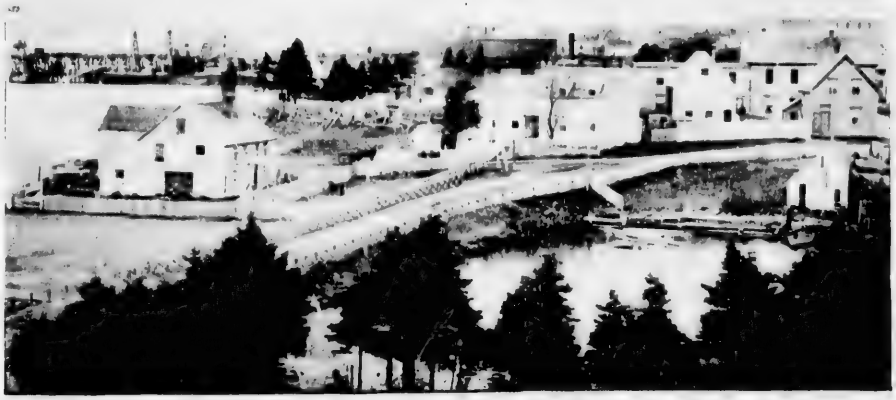

BIRD'S EYE VIEW SYDNEY, C. B.

SYDNEY, C. B., LOOKING NORTH.

SYDNEY, C. B.

SYDNEY, a seaport, post, and money order town in Cape Breton County, incorporated in 1885, terminus of the C. B. Railway, 88 miles from the Strait of Canso, 285 miles from Halifax, at the head one of the finest harbors in the world; has connections with the Bras d'Or Lakes, Halifax, Newfoundland and Montreal by steamers. It is lighted by electricity. And is a splendid place for the tourist to spend a few weeks in. The scenery in and around the town is beautiful, and, being so near the sea, bathing and sea fishing is one of the principal past times of the tourist. The roads are good for bicycling or for to take a spin in a carriage to the surrounding smaller towns and villages, some of which are noted for their beautiful scenery and pleasure resorts. Twelve miles from here are the reserve coal mines. Coal is transported by rail and shipped from the piers in this town. A lighthouse on a point of land at the south side of the entrance to the harbor shows a fixed light, 160 feet above the level of the sea. The hotel accommodation is equal to any in the Maritime Provinces, the leading ones being the Sydney Hotel, James L. Fairbanks, proprietor; the Hotel Cabot, R. Gillis, proprietor; the MacKenzie House, H. R. MacKenzie, proprietor; and the Clark Hotel, Wm. Clark, proprietor. The principal professional men are Wm. A. Hill, barrister-at-law; Allan J. MacDonald, barrister-at-law; Chisholm & Crowe, barristers-at-law; D. A. Hearne, barrister-at-law; and A. J. G. MacEchern, barrister-at-law.

BIRD'S EYE VIEW NORTH SYDNEY, C. B.

NORTH SYDNEY. C. B.

NORTH SYDNEY, is a seaport, post and money order town, incorporated in 1885. Five miles from Sydney by steamer, seventeen miles by railway. At North Sydney Junction a branch of Cape Breton Railway extends to North Sydney (five miles), making North Sydney one of the terminuses of the Cape Breton Railway, situated on the north side of Sydney Harbour, four miles from the mouth, three miles from Sydney mines, from which coal is transported by rail to piers in North Sydney. It is also connected with Bras d'Or Lakes by steamers daily. These lakes are noted as a favorable and pleasant place for tourists to visit, while on the island the scenery is beautiful, and boating and bathing is a sport that is indulged in to a great extent. Tourists should not fail to take this sail, as the scenery is the most magnificent on the island. North Sydney is a pretty place and the hotel accommodation is first-class for both travellers and tourists. The town being on the border of the sea the bathing facilities cannot be surpassed. It is lighted by electricity and contains about fourty stores, several hotels W. U. Telegraph, the W. U. Cable office is also here. One iron foundry, one door and sash factory, one tannery, one carding mill, and has a marine slip and good town hall. The roads are good and the drives pleasant. The prnicipal business and professional men are: D. L. McPhie, barrister-at-law; W. R. Tobin, barrister-at-law; Archibald & Co., general merchants; Murray & MacKenzie, barrister-ristersat law; and Archibald & Armstrong, barristers-at-law.

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NORTH SYDNEY, C. B.

INGLIS STREET, TRURO, N. S.

TRURO, N. S.

THE settlement and early history of Truro presents no elements of interest to the general reader. Many of the early settlers were "refugees from over the border," who, not willing to fight, and too proud to surrender, sought safety in flight: interest in such matters is chiefly antiquarian, and it is to the more modern aspect we wish to refer, *i. e.*, Truro as it is to-day. Beautifully situated, about one and a half miles from Cobequid Bay, on a broad tableland, which gently slopes back from the banks of the Salmon River, Truro, the capitol of Colchester County, presents a charming appearance. Being so far from the bay Truro has not developed any maritime trade, although in years past a good deal of freight came up in vessels and unloaded a short distance down the river. Schemes have been proposed for dredging the river and making Truro a seaport town, but they have not matured. The situation of Truro (geographically the centre of Nova Scotia) has made it one of the chief distributing points for the various industries and manufactories and agricultural products.

The Intercolonial Railway, from Halifax to Quebec, passes through Truro, some sixty-two miles from Halifax, of which it is the divisional centre. There is also a branch running to Pictou New Glasgow, Sydney, Cape Breton, and steamboat connection at Pictou with Prince Edward

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TRURO, - NOVA SCOTIA.

THE ESPLANADE, TRURO, N. S.

Island. A stage line runs to Black Rock and Maitland, twelve miles distant. Other stage lines make mail and passenger connection with inland towns.

The population is six thousand, and the rich alluvial farm lands, stretching for miles to the south and west, afford excellent facilities for developing agricultural industry, which has been a great source of prosperity to the town. The advantages of Truro as a commercial centre cannot be over estimated, and of its people it may be truthfully affirmed that a more genial, homelike and enterprising folk it would be hard to find. To visit Truro often means inevitable the growth of a desire to settle.

Some of the largest businesses of the province are at Truro. With the iron mines of Londonderry on one side, and the coal mines of Pictou County on the other, taken with its geographical position, seems to point to its ultimate position as one of the great manufacturing centres of Canada. Among the more important business interests may be mentioned large wholesale and retail groceries and jobbers in stationery. In the dry goods line there are extensive wholesale and retail stores, mainly located on the three principal streets, some of them having branches outside the town. A condensed milk factory, woollen mill and knitting factory, a large foundry and machine company, wood working factory, hat factory and others of lesser note.

Truro is quite modern: an efficient electric light company and, in 1895, the introduction of asphalt sidewalks and other improvements of a like character keep it well in touch with towns of greater size and importance. The public schools are considered the best in the province. The

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Shorthand is a plain simple system of writing by sound; and who has not felt the need of a briefer and swifter method of writing? Each sound is represented by a short, quickly made character; these sound letters are joined together in spelling, vowels following consonants IN THE WORD without lifting the pencil, as illustrated in lesson one herewith. Silent letters are crossed out.

Many persons think Shorthand hard to learn — the complicated systems are hard to learn and harder to practice; hard because the vowels are omitted. Writing the vowels makes Shorthand as easy as longhand. No shade, no positions, few word signs and capable of the highest speed. It received the exclusive World's Fair award on account of its superior SPEED, FLEXIBILITY and EASE of ACQUIREMENT. Best for students, teachers, professional men, and quickest 'earned by young men and women wanting agreeable employment. You can fit yourself for good business positions in 20 lessons at home for $15. Extra lessons free, if you need them. A short course for $5.

HIRAM HYDE, dealer in Coal Wood and Lumber, TRURO.

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I send my little girl (7 years old) to you for further instruction in Shorthand and Typewriting. The progress she has made surprised me. If the art can be learned so easily every child ought to learn it. Could I have had such advantages in early life, it would have been invaluable to me during the sixty years of active business engagements. How much more necessary then, as a part of a practical education, has it become that children be taught what will be most useful to them in training their minds as well as enabling them to earn a livelihood, for in these days of intense competition it is the survival of the fittest. I am glad we have such an excellent school as yours, and I believe any one of even ordinary capacity and diligence cannot fail to make satisfactory progress under your tuition. I feel sure you will do your part and do it well.

Yours very truly,

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SNELL'S BUSINESS & SHORTHAND COLLEGE, - TRURO, N. S.

PRINCE STREET, TRURO, N. S.

Provincial Normal School was established in 1857, with Dr. Forrester at its head: it has two model rooms comprising seven or eight grades and a kindergarten to furnish practice for the teachers, as well as furnishing first-class tuition to the children by the regular teachers of these graded rooms, a model farm gives a thorough agricultural course in connection with the normal training. This combination of educational institutions has a total teaching staff of 30 persons, and an average attendance of about 1200 pupils. There is also a most successful business college, conducted by Mr. S. G. Snell, where a thorough course of commercial arithmetic, book-keeping, penmanship, stenography, and type-writing is given; diplomas are given to those who successfully pass the examinations, which have secured situations for many of the pupils. Truro thus takes its place in the front rank as an educational town. The hotels are among the best in the provinces.

Among the natural beauties may be mentioned its main thoroughfare, Prince Street, when the trees, which line it on either side, are in leaf it forms an avenue near a mile in length, making it one of the prettiest streets it has been our good fortune to see, and could hardly be surpassed in the Dominion. The park, well our descriptive powers fail when we attempt to give an adequate description of its beauty; a ravine, a brook, rustic bridges and seats, absolute seclusion, every thing that makes a perfectly ideal conception of natural beauty is there, and a more perfect spot we cannot conceive, and we dare not attempt to describe. Of this place Truro is justly proud. Not more than ten minutes walk from the railway station and you are hid away alone with nature in a solitude almost inconceivable so near the worry and fret of everday business life.

PRINCE STREET, TRURO, N. S. (CONTINUED)

Truro has a vigorous church life, all the denominations being well represented; there are ten churches, with an average seating capacity of 350 persons.

The waterwork system, just now undergoing improvement by the addition of a new dam and reservoir, gives ample supply of good water for domestic and ordinary fire protection purposes, under a pressure of 85 to 100 pounds to the square inch, and if more were needed it could be supplied from Salmon River by means of steam rotary pumps, kept in readiness for immediate use in the pumping station. An electric fire alarm system is operated in connection with the water works service.

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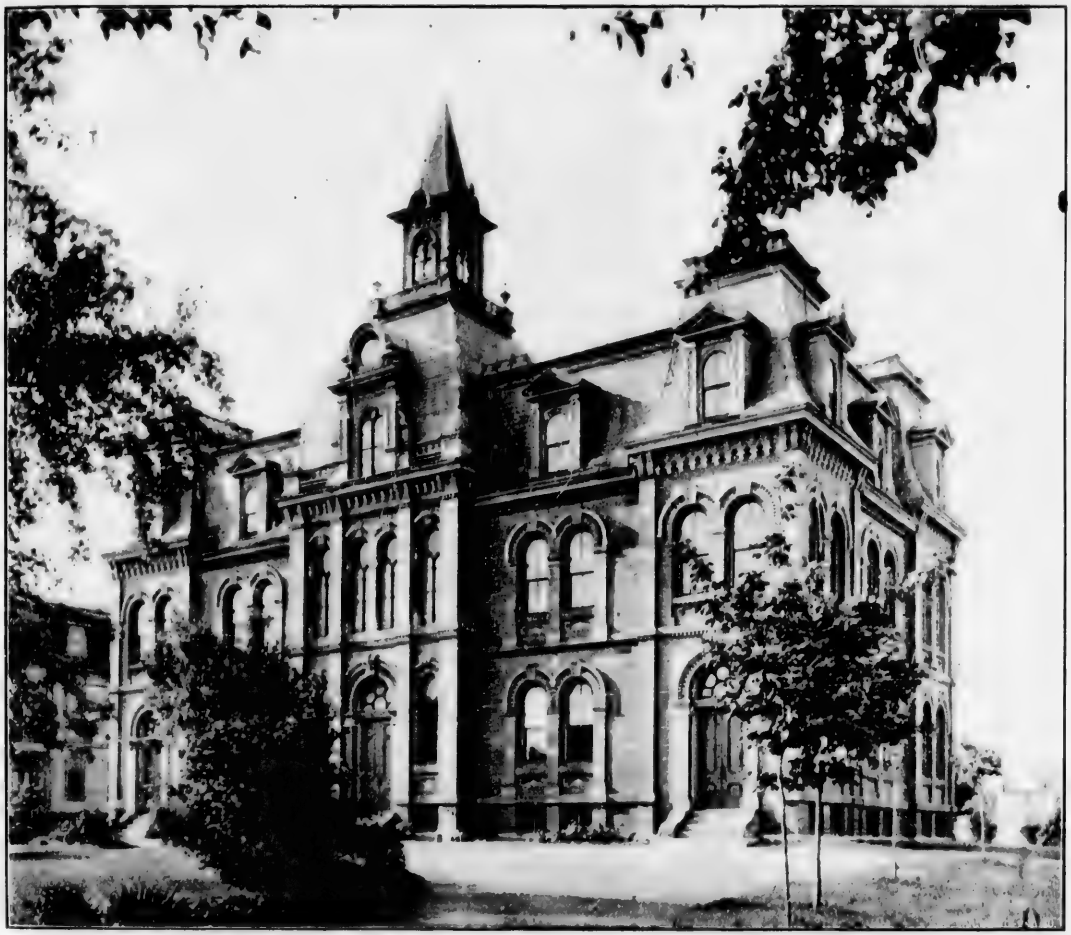

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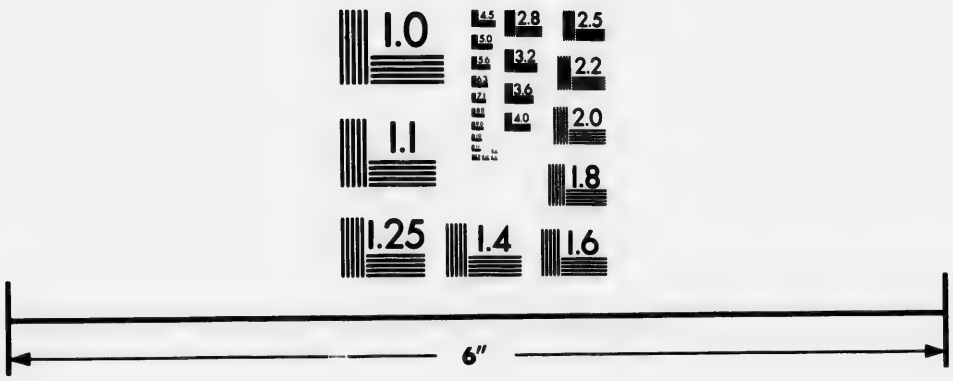

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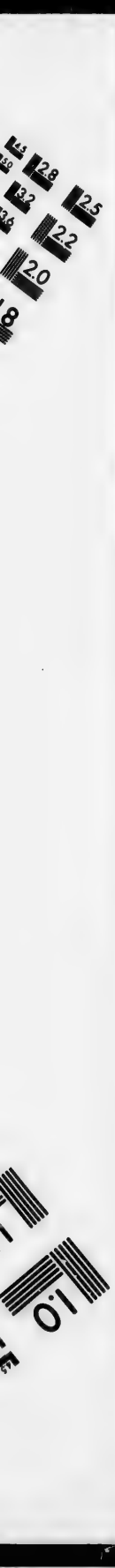
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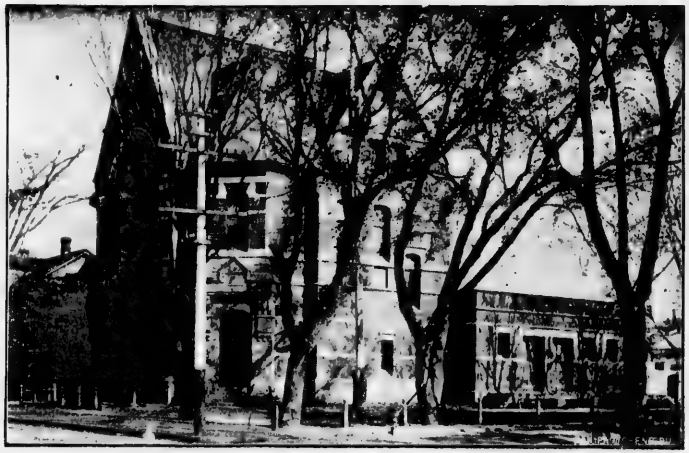

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OF

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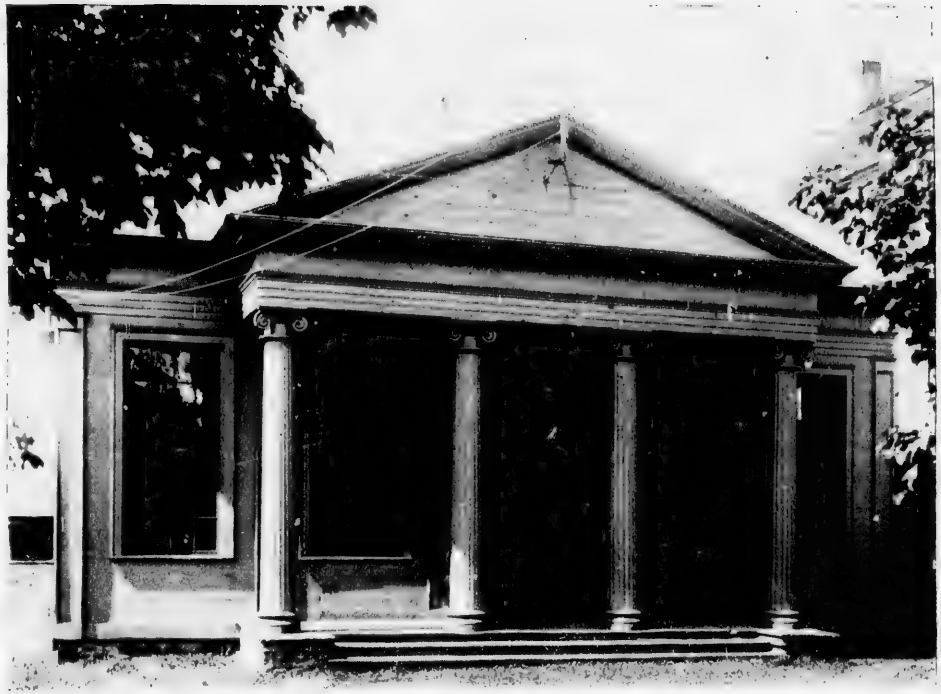

COURT HOUSE, TRURO, N. S.

The principal hotels to stop at are the Dominion House, J. W. Walsh, proprietor; Grand Central Hotel, Alexander Carter, proprietor; Hotel American, F. C. Faulds, proprietor; Learmont Hotel, A H Learmont, proprietor; Maitland House, W. L McLellan, proprietor; Oxford House, A. McNutt, proprietor; New Parker House, M W. Ainsley, proprietor; Stanley Hotel, A. S. Murphy, proprietor. The principal business and professional men are: Campbell & Campbell, barristers-at-law; A. R. Fulton & Co, dealers in carriages, harness, agricultural implements and seeds; Patterson & Fulton, barristers-at-law; S. N. Snell, business college; Suckling & Chase, florists; Rufus A. Tremaine, barrister at-law, and the Nyassau Cure.

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BIRD'S EYE VIEW WEYMOUTH, N. S.

WEYMOUTH N. S.

WEYMOUTH, 47 miles from Yarmouth and 20 from Digby, on the D. A. Ry, is situate on the River Sissiboo and extends from the "The Point" near "The Bridge," at which place is the town, and covering a distance of about four miles. Weymouth was first settled by U. E. Loyalists and refugees, who came here about the close of the war of the revolution in America, and was for many years known as Sissiboo. At the village are many business establishments, several firms conducting an extensive trade in lumber and other products of the forest, and shipping the same to the West Indies, South America, U. S. A. and G. B., chief among which are Messrs. Burrill & Co., G. D. Campbell, and Messrs. Rice. The station of the D. A. R. is here, also, an agency of the Merchants' Bank of Halifax, steam saw mills, telegraph and telephone offices, etc. Several hotels, within a few minutes' walk of the station, cater to the wants of the tourist and general travelling public in a manner not excelled in any country town in Nova Scotia.

From this point anglers and sportsmen find a most convenient starting point for the many lakes and streams and woods in which to pursue their favorite pastime. Vacationists find many

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MOUTH OF THE SISSIBOO RIVER.

ways of enjoying themselves here, for there is good boating and bathing and drives pretty and interesting in many directions—one is up the river to the Falls and Pulp Mill—another up the Bay to Barton and Plympton, or down the Bay to Meteghan, passing through the settlements of the decendants of the old French Acadians. The French language is still spoken almost exclusively among themselves, and many yet retain old customs and style of dress, the women particularly looking so picturesque in their head dress—the kerchief One is impressed with the general appearance of thrift and progress that pervades the entire district, and the people are, generally speaking, honourable, law-abiding citizens. This drive cannot fail to interest as it is one of the prettiest

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RAILWAY BRIDGE, WEYMOUTH, N. S.

out of Weymouth on a bright summer day. Another favorite drive is to the Light House, on the New Edinburgh side of the river. By the time the summer travel begins again another novel and interesting day may be spent in a visit to New France, 12 mile on what is called a log railway (the rails being composed of round logs). This place, formerly known as Silver River, is owned by a wealthy and enterprising family, the Messrs. Stehelin, who came here from France in 1795 and acquired large tracts of timber lands, on which they have erected large saw mills, handsome dwellings, stables, etc., and all lighted by electric lights. But in reaching this enchanting spot, a distance of seven miles of almost impassable road (granite rocks) had to be encountered, making it impossible for the Messrs. Stehelin to get their lumber to market, excepting during a short season in winter, so they are constructing a railway of their own to convey their lumber to the harbour of Weymouth.

As one leaves the town, proceeding down the river, and on reaching the Town Hall and Exhibition Building, what has been described as "one of the finest views in America" presents itself to one's gaze Here you get the most extensive and diversified view of Weymouth scenery to be

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found—from the high ground the "gentle Sissiboo" is seen pursuing its winding course from the Railway Bridge on to the Light House, a distance of about two miles, where it flows into the beautiful St. Mary's Bay. Across the Bay, here only five miles wide, looms up Digby Neck, with its blue hills, and the village of Sandy Cove, nestling in the valley and on the hill sides between the two "bluffs" which frown down from their great height on the peaceful little hamlet below. Sandy Cove must be seen by every tourist visiting Weymouth. Its scenery is truly swiss like in character, and do not miss walking through to Bay of Fundy—a most picturesque walk of about a mile and a half where amethysts, agates and other stones abound.

Digby Neck is high mountainous range about twenty five miles long and two wide and separates St. Mary's Bay from the Bay of Fundy. No better yachting could be desired than may be had in the waters of St. Mary's Bay, it being forty miles long and from five to ten miles wide, and is not subject to squalls.

MAIN STREET, WEYMOUTH, N. S.

Along the banks of the Sissiboo from the village to "the point" many cozy residences with well kept grounds are seen Shade and fruit trees abound, of the latter, the cherry is most conspicuous. Cherries are one of the attractions to Weymouth. Almost every one has cherry trees and Weymouth cherries are of a particularly sweet and luscious sort. A number of private houses are thrown open during the summer months for the entertainment of visitors and several of these may be found in the locality last described. Here the scenery, high situation, bathing and boating privileges and nearness to the Bay make it a most desirable location for families or persons intending to spend the summer from home, or even for a week or two's sojourn. Good boating and bathing, good roads for driving or wheeling, good hotels and boarding houses, and good drinking water, all tend to make Weymouth one of the best places in the "Land of Evangeline" to spend a vacation holiday. The principal hotels to stop at are the Ashleigh House, W. W. Jones, prop.; Weymouth House, R. L. Black, prop.; Beauregard House, Thos. F. Bourgue, prop. Principal merchants and business men are Thos. F. Farnham, printer; J. Arthur Grierson, barrister; V. A. Landry, papers, etc.; J. C. Muise, merchant tailor.

GRAND PRE VILLAGE, N. S., THE HOME OF EVANGELINE.

WOLFVILLE, N. S.

WOLFVILLE is one of the most progressive and beautifully located towns in Nova Scotia. Its commanding position on the South shore of the Minas Basin in full view of that grand sweep of water, with Blomidon and the Cumberland Mountains on the North, the dykes of Grand Pre to the East, and the Cornwallis River and valley lying on the West, making a charming scene. Its growth has been healthy and rapid, under the double benefits of a good internal system, and a rich agricultural and horticultural region surrounding it. Its population of 1,500 is increasing steadily, its streets are improving, and fine residences are being built every year. Acadia University, Acadia Seminary for ladies, and Horton Collegiate Academy, with an average yearly attendance of 250 students, with a large staff of professors and teachers, and finely equipped Public School, make Wolfville a leading educational town. The people living under such favourable conditions show the good results of these advantages. People of means and leisure find it well to settle in Wolfville. The town is peace-abiding and strictly prohibition. Electric lighting for the streets, a fine water system, telephones, and a railway depot at its centre, make all the modern convenience of a city. Its churhces are Presbyterian, Methodist, Episcopal, Roman and a Baptist largely in the lead. The surrounding country is extremely prosperous and rich. Inexhaustible

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Grand Pre Vulage,
Evangeline Beach, Long Island.
White Rock Mills, Etc.,
Ridge Road, Beautiful View.

Cornwallis Valley,
The Look Off, Extensive View,
Scott's Bay, (Beautiful Scenery all the Drive.)
Cape Blomidon, (Tongue Cannot Describe The Beauties.)

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BIRD'S EYE VIEW WOLFVILLE, N. S.

dyke-lands enrich it, thousand of acres yielding large quantities of hay. The roads run through miles of apple trees. Wolfville is as a crown to the Annapolis Valley, so famous is the home of the Gravenstein apple. The assessed valuation of the town is over $400,000. The town's assets are about $56,000. It has eight miles of streets, many handsome buildings, fine stores and well stocked business houses.

To the tourists who are coming every year to Nova Scotia in increasing thousands, Wolfville is the stopping place on the way to Grand Pre. To come to Nova Scotia without visiting Grand Pre, is to see France and miss Paris, or to pass through England and not visit London. The Evangeline story as told by Longfellow has immortalized this locality. The expulsion of the first dwellers here, the Acadian French, in the year 1755, and the subsequent occupation of the country by English settlers and the many incidents of those earlier times, gives a colour to the country never to be lost. Such is Wolfville with Grand Pre lying beside it, the very door to that historic place. Here in full view are seen the most famous tides in the world. Sweeping back and forth the water rises and falls sixty and even seventy feet. In a few hours these immense river channels are empty, vessels are left high and dry on their keels in the soft earth, miles from deep water. In a few hours the rapid tide fills all the empty channels again. On the shores of Blomidon and on the north shore of the Basin purple amethyst, beautiful agate, jasper, calcite, acadialite, and many other minerals abound. The best hotels to stop at are the Hotel American, L. E. Duncanson, proprietor; Hotel Central, F. W. Selfridge, proprietor; Royal Hotel, J. W. Beckwith, proprietor; Rose Cottage, F. P. Rockwell, proprietor. Principal merchants and business men are W. J. Balcolm, livery stables; E. S. Crowley, barrister; R. E. Harris, grocer, &c.; J. F. Herbin, jeweller; Geo. E. Rand, chemist and druggist; E. P. White & Co., merchant tailors.

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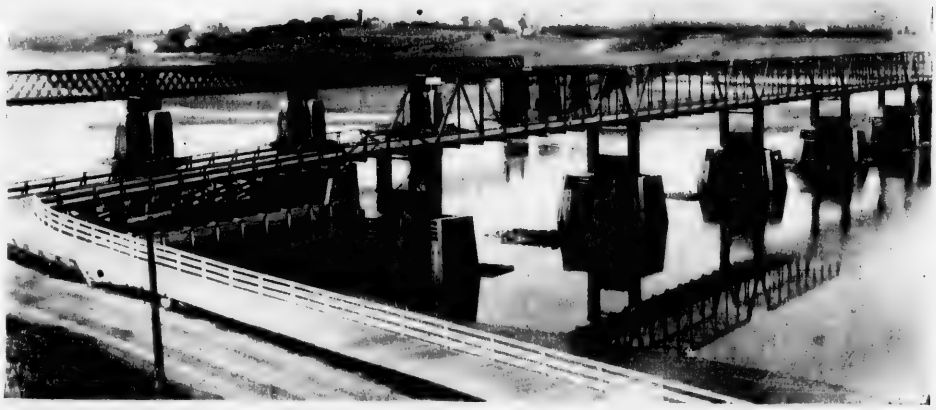
GERRISH STREET, WINDSOR, N. S.

WINDSOR, N. S.

WINDSOR, a seaport, post, and money order town in Hants County, on the arm of Mina Basin. A station on the D. A. Railway, 46 miles from Halifax. It is the seat of Kings College. Gypsum abounds in the vicinity. It is also a port of entry. The streets are nicely laid and are good for riding on. The surrounding country is beautiful. The tourist should stop off at Windsor for a few days on their journey through the Annapolis Valley. The hotel accommodation is good, and the people are sociable; a stranger will therefore be able to enjoy him or herself while here, The climate is delightful, the scenery is good. What more is wanted to make your stay in Windsor a pleasant one? It has printing offices, furniture factories, cotton factory, banks, express, telegraph and telephone offices. The principal professional men are Blanchard & Morse, barristers-at-law; Wm. M. Christie, barrister-at-law; George H. King, barrister-at-law, and Shaw & Sangster, barristers-at-law.

WATER STREET, WINDSOR, N. S.



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YARMOUTH, NOVA SCOTIA.

BIRD'S EYE VIEW YARMOUTH, N. S.

YARMOUTH, N. S.

RISING into fame among the summer saunterers of the republic is the portal town of the Maritime Provinces, and no place is better suited to be the gate of the east, for none will convey a more pleasing first impression to tourists.

In the olden days, nine hundred years ago, the Norsemen first visited this country and, coasting along the white beaches and undulating reaches of the south shore, their Wonder Strand, they arrived at the bay where Yarmouth now stands, and passing the island at the mouth of the harbor they sailed up and entered a charming wood-encircled, island-dotted chain of lakes linked by narrow passages. They were delighted with the place and there, story tells, they made their homes.

Six centuries later those intrepid French explorers, the fathers of Acadia, the brave Demonts and the gallant Champlain, in their turn explored the coast and again the site of Yarmouth town was visited and the unique conditions there were admired. Much they wondered at the level stretches of sedgy shore, verdant with sturdy life, much they admired the beauty of the lakes.

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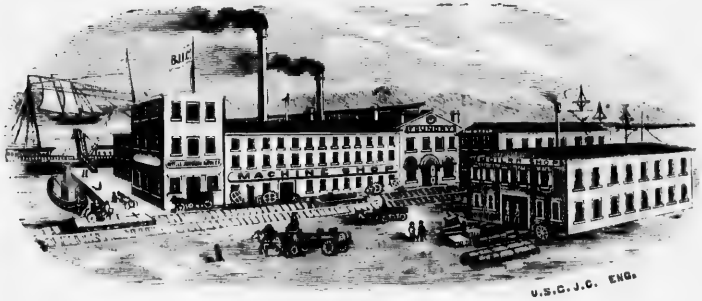
LIMITED,

YARMOUTH, NOVA SCOTIA,



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7 and	14 in.	by	10 in.	"	16 and	28 in.	by	20 in.	"
9 and	18 in.	by	14 in.	"	22 and	42 in.	by	60 in.	"
12 and	24 in.	by	18 in.	"	25 and	47 in.	by	30 in.	"
10 and	20 in.	by	16 in.	"					

We also Manufacture a Great Variety of **HIGH PRESSURE AND KEEL CONDENSING ENGINES.**

If you want anything in the Steam Engine Line please Give Us a Call.

BURRELL-JOHNSON IRON CO., Limited, Yarmouth, N. S.

MAIN STREET, YARMOUTH, N. S.

Later. but more thorough in their visitations, the English came a century and a half afterwards, and, being delighted with the fisheries, they remained and made their home there.

Last of these movements is one going on now, when American tourists are beginning to flock to Yarmouth to enjoy the coolness and the balmy breezes of its summer months, to drive among its picturesque surrounding beaches, to fish and shoot among the islands and lakes that abound in the vicinity, to boat and bathe in the waters that lave its sloping shores and to lounge in its pleasant hotels and saunter along its tree-shaded and hedge-lined streets.

All the travellers and explorers of the past were pleased with the natural endowments of this place where, in the stiring days of the present, a little city has arisen. Now, the travellers of today are just as much pleased with these natural endowments, considered from a tourists's point of view, in fact from any point of view, and the thousands who landed there this year will carry away with them to the summer-hot factory towns of New England stories of the fond days they spent in the fairy land of Nova Scotia, and next summer will return in redoubled numbers to summer there.

Yarmouth is delightfully situated on a level stretch bordering upon a tidal harbor of the same name. The harbor looks toward the south, and the town is located on the eastern shore and around the head. The upper portion of the town is known as Milton, so called from being the location of the industries of the town when the place was first founded. Now it is chiefly a

A. C. HARDING, D. D. S.
YARMOUTH, N. S.

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R. C. CHURCH, YARMOUTH, N. S.

residental seat, business having moved to the centre, which also attracted to itself much of the lower end. Like most towns Yarmouth has had a tendency to move upward, speaking, of course, from a geographical point of view, though the same remark might be made from a commercial, intellectual or moral point of view. Taking other instances in the provinces, St. John moved up harbor, Moncton and Fredericton moved up river. So, in Yarmouth, the business which was down at the lower end is now transacted in the central portion. This is accounted for by the fact that the harbor makes in there and wharfage facilities are the best. These inducements were sufficient to draw the shipbuilders, fish-dealers and manufacturers there.

Yarmouth has the inevitable Water street and Main street of the seacoast town. On the former are located all the factories and the warehouses and wharves of those who are interested in shipping. On Main street are located some handsome blocks and the street has a neat and prosperous appearance. This street is about two miles long and is traversed by a splendid electric car service. Back of this the residental portion of the town extends for about a mile, at first a perfectly level stretch, at length rising gently into a slight elevation. Here, to these retreats from the cares and turmoil of the day, the people of Yarmouth retire after the office doors have been locked and spend cool and pleasant evenings amid grove-embowered houses and delightful lawns gardens, where the art of landscape gardening has been brought to the highest degree of perfection. For everyone in this most charming of towns has a pretty residence and grounds, Of course the place possesses a large wealthy class who naturally have tastily appointed houses with appropriate

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SAIL AND WRAPPING TWINES.

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RYERSON'S WHARF, - - YARMOUTH, Nova Scotia.

MURPHY POND, YARMOUTH, N. S.

surroundings. But beyond these, among those more moderately circumstanced there is the same prevailing desire to have a home upon which they can look with pleasure. Yarmouth is essentially a home town, the comforts of home are the boon of life there and naturally home virtue of temperance, sobriety, industry and integrity prevail. Considered from a moral point of view Yarmouth is unrivalled, and its excellence in this respect may be ascribed entirely to its delightful homes.

The lovely english hawthorne hedge is much in vogue in Yarmouth, and it would be an interesting speculation as to how many miles there are. Certainly there are a great many; every family seat, every home, whether of very superior pretensions or if only modest demeanour, is belted in by its girth of green. The moist climate of Yarmouth particularly well adapts it for the growth of hedges. They spring up to a height of about three feet in a couple of years, and they retain their verdant color the whole year round. Some of these hedges are very fine, and occasionally one is seen that an ordinary tree would not feel too uppish to mate with.

On the aclivity back of the town is a very pretty cemetery, of which Yarmouth is very proud, and well she might be, for it is always beautiful. A very suggestive sight to the writer when he visited it was to see a little child all alone decking a grave with flowers. If that is how Yarmouth children are brought up, no wonder is it that they respect their dead Then further up is a waste place, where brush and wild plants grow, but which will be turned into a park when occasion and the volume of travel demands. Some of the council are working hard for it, and with energetic men in its advocacy it must be at least a possibility. Over the hill, and a few miles away, lies the

DR.
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ALL BRANCHES OF
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EXECUTED IN A SKILLFUL AND FAITHFUL MANNER.
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QUEEN BLOCK.

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COACHES of the Line leave YARMOUTH for ARGYLE, PUBNICO, BARRINGTON, SHELBURNE and LOCKPORT on arrival of steamer from Boston; also after the arrival of trains from Halifax.

RETURNING,

Coach leaves Shelburne at four o'clock p. m. for Barrington, Pubnico, Argyle and Yarmouth, connecting with train for Halifax the following morning. Also coach leaves Barrington at eight o'clock a. m., connecting with steamer for Boston same evening.

Through tickets can be obtained at the office of Yarmouth Steamship, Boston, and on board steamers, for Lockport and intermediate points; also at coach offices Shelburne, Barrington, and Yarmouth for Boston.

Special teams for any point on the route at reasonable rates.

For further information apply to,

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EDGAR J. VICKERY,

WHOLESALE AND RETAIL Bookseller and Stationer.

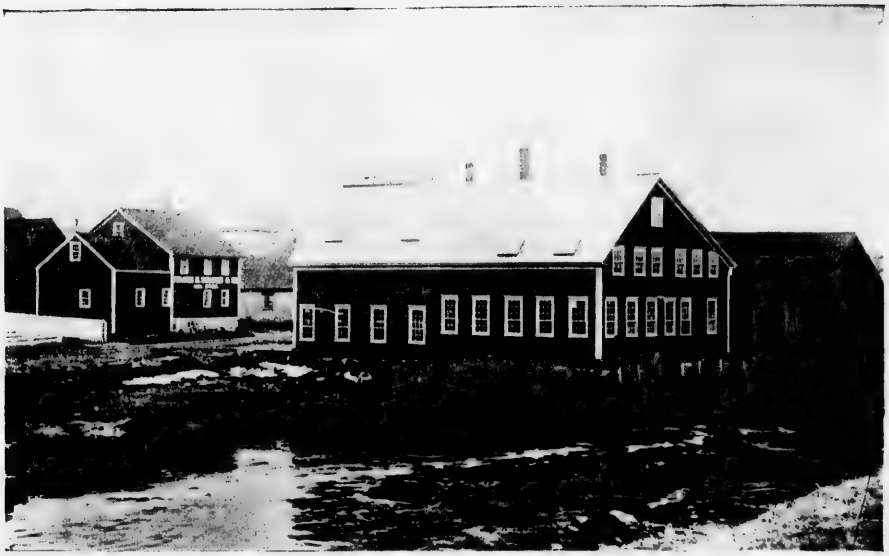
OPPOSITE POST OFFICE, Yarmouth, N. S.

COURT HOUSE, YARMOUTH, N. S.

truly Arcadian vale of Arcadia, with a stream winding its sinuous placidity past sloping meadows and grazing kine and wind-fanned marshes and miniature islands and then lulling into slumber a quiet village, murmurs tranquilly like the fabled swan, singing to its death in the all-devouring ocean.

At the mouth of Yarmouth harbor Bunker's Island stretches across and protects it from boisterous winds. Beloved of mariners is Bunker's Island, for it affords a safe retreat from the weather in two ways. When seamen are under the weather, actually, they retreat to the safe anchorage which it provides; when they are under the weather, metaphorically, they retreat to the haven of refuge which it again provides — a marine hospital.

Extending out from the west side of the harbor, opposite to that on which Yarmouth stands, reaches a long arm half bent in a greedy attitude and with two fingers sticking out at the end. This is Yarmouth cape, West Cape, or Cape Forchu as it is variously termed. At the end is a high wooded bluff and at the very extremity stands a lighthouse. Farther in toward the mainland the arm seems to lose some of its strength, for it is here nothing more than a bar which has to be protected from the corroding sea by a breakwater. Here there is quite a fishing and canning village, known as Fish Point. A horseshoe beach here affords splendid bathing facilities, and is a good location for any one who would wish to erect a hotel. Three temperatures of water could be obtained at the spot. The water might be hemmed into the cove where it would be warmed



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Among which are **NEW MODEL RANGE, WORLD'S FAIR RANGE, PRIZE RANGE, LEADER COOK (for wood), ISLAND CROWN.**

And a Large Variety of Parlor, Hall and General Heating Stoves. Vessels' Stoves in Different Sizes and Kinds. Hollow Ware all Sizes. Sinks all Sizes. Chimney Receivers, Etc. Etc.

Iron Fencing for Cemetery Lots. House Castings and Gutters, different styles.

Also PLOWS, ROAD SCRAPERS and GENERAL CASTINGS. Catalogue and Prices on Application.

Wholesale and Retail Dealers in HARD and SOFT COAL. Constantly in Stock OLD COMPANY LEHIGH HARD COAL, different sizes, and SOFT COAL of different kinds.

Agents for the DRUMMOND MINE of Pictou for the County of Yarmouth.

FRANK H. WILSON & CO.

VIEW FROM GRAND HOTEL, YARMOUTH, N. S.

by the sun into genial heat on the shallow flats. The cold surf bath could be indulged in, and one of intermediate temperature as well. Thus a physician's prescription for baths of assorted temperature could be filled here by nature without the aid of man, and to much better purpose than when the musty water of city baths are used. This neck is within easy distance of Bunker's Island, which, by the way, is not really an island, but a peninsula connected with the Yarmouth side by a sandy isthmus. Outside the island and inclosed between Cape Forchu, which is French for forked, and Chebogue Point, a corruption of the Micmac Itebogue (spring water), lies Yarmouth sound, an admirable place for yachting, as the wind is steady and brisk almost always. Chebogue Point is the extremity of the backbone of Yarmouth, the hill in its rear separating the valleys of Yarmouth and Arcadia and then leaping far south into the sea in the shape of Chebogue Point. Here the first settlers stopped about one hundred and thirty years ago, when they came from the neighboring colonies, and the name Town Point commemorates the fact. Sunday Point is another historic suggestion, for it was on Sunday that they landed, and the date was June 9th, 1761. On that day these adventurous families laid the foundation of a town which now has about 7,000 inhabitants. The heads of these families were Seal Landers, Ebenezer Ellis and Moses Perry. They had the usual trials and tribulations of first settlers and did not have to wait long to participate in those three great events to which all humanity rushes and which sums up our whole existence — births, deaths and marriages. Anna Perry was the first birth, Lucy Crosby was the first deceased and John Crosby, jr., and Patty Howard were the principals in the first marriage.

Yarmouth County is very much broken up in its configuration. Great bays bite way into the land, and the coast is strewn promiscuously with islands where wild fowl congregate. In its formation one general system is followed. It consists of a parcel of paralell river valleys running directly north and south, rising in numerous lakes in the heart of the county and flowing between stretches of flats at their mouth. Between these river valleys rise ranges of hills. This formation makes the county and the town admirably adapted to be a tourist retreat. It causes a pleasing diversity of scenery, including magnificent sea scapes with stern cliffs and gentle beaches, rocky islands and greenbacked promontories; of picturesque landscapes where quiet domestic river valleys and marsh land predominate; and of wild lakes and waterfalls where the beauty is of the sublime type. Among the lakes and pools the salmon and trout sport, along their shores and amid the woods moose, bear and other game abound. On the islands off the coast duck, geese and other wild fowl fly. Truly the sportsmen can have his fill, and many come down from the

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YARMOUTH, N. S.

MAIN STREET, LOOKING SOUTH, YARMOUTH, N. S.

Hub in the fall to spend a few pleasant days with the trusted hunters and guides of Yarmouth among the favorite haunts of the denizens of wood and lake and stream.

Next adjoining the Chebogue valley of Arcadian simplicity, lies the Tusket valley, about ten miles due east of Yarmouth. Here there is a thriving village, a chain of lakes where game abound, a river in whose pools at the foot of sparkling waterfalls sport the finny tribe, and a group of islands where considerable fowling is done.

Next come the villages of Argyle and Pubnico. At the latter place dwell the D'Entrements, who are connections of the La Tour stock, and who were exiled from Acadia at the time of the expulsion, but returned again. And here it might be mentioned that the history of Yarmouth, unlike the prosy story of New England towns, is touched here and there with a bright tint, where the Acadian in his graceful-hued costume, and his unique character appeared. The presence of the Indian, the Norsemen and the Acadian, gives color to the days of the past that the chronicles of the English do not give.

The French Acadians had settlements at Chebogue and also at Lake Vaughan, on the Tusket chain, but with the rest of their race they were dispossessed of their lands and the story of the occurrance is wrapped amid a wonderful mystery of legend and story that *misere dictum*, is being dissipated by the sun of the present and lost to mankind.

So much for the surroundings east of the town! Going north the tourist skirts a chain of lakes which form the valley of the Yarmouth system. These are connected with one another and

TUSKET RIVER, YARMOUTH, N. S.

with the harbor by a narrow passage. Around that which unites the harbor with the first of the chains are clustered the handsome residences of Milton. These lakes were exceedingly unfortunate in their christening, having been dubbed with the very unromantic appellations of First, Second and Third lakes. A person must not, however, judge them by their names, for he would obtain a decidedly wrong impression of their possessions. No finer stretch of water could be imagined, nothing better could be desired in the way of boating and canoeing. There is a fine yacht club and the facilities for boating cannot be surpassed in the Maritime Provinces.

Second lake is small, and is best adapted for a canoe to hold two on a moonlight night. The others are longer, about two miles each, and present a good sweep for rowing and paddling. They are nicely bordered by a tree-lined shore and slopes that rise into hills and protect them from the winds. Set in a luxuriant valley and studded with islands they present a very pleasing prospect and one of the most delightful of Yarmouth drives is to skirt the lakes. A thing observable when taking such a drive is the fact that the road along First lake is bordered on the shore side by a walk where there is only room enough for two. Tourists who are young in years should remember this fact, for it is a very romantic walk and just overlooks the lake.

On the opposite side of the harbor from Yarmouth lie the pleasant meadows of Overton, where just as the writer walked about on his pleasant tour of inspection the aftermath was breath-

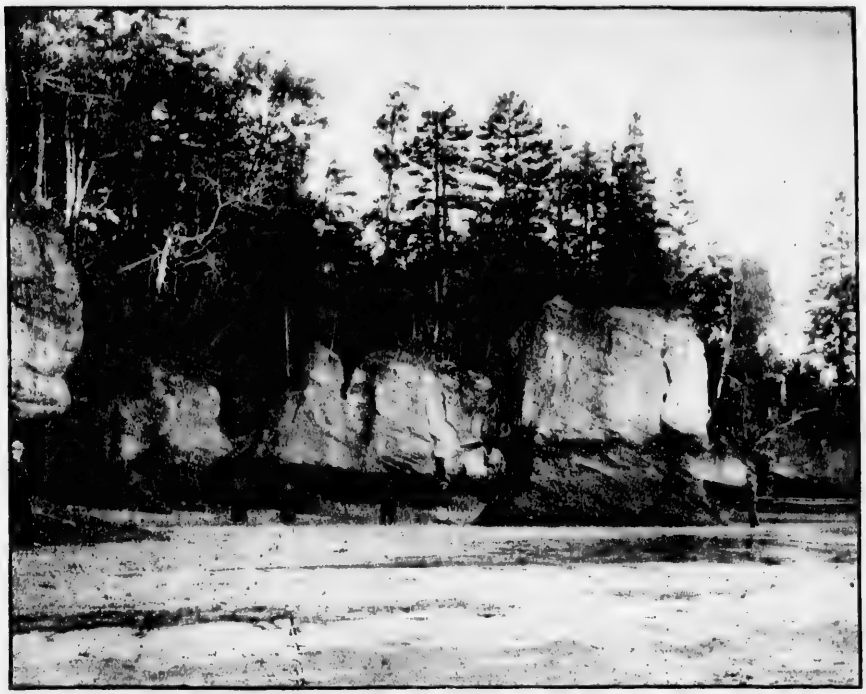
COLLINS STREET, YARMOUTH, N. S.

ing sweet fragrance. Here was found, some years ago, a valuable historic relic, which has produced considerable controversy among historians. It is the Norse stone, which, unlike the many supposed Norse remains discovered in New England, is believed to be genuine, and is pronounced such by high authorities on Norse questions. It is an established fact, that Vikings under Lief the Lucky visited America, and founded the town of Braltahlid, in the county of Vineland, the Good. So in regard to the location of these places that controversy has arisen, and it has been a moot point as to whether Vineland was in New England or in Nova Scotia. Both places answer equally well as regards distance, general nature of coast, climate, etc., and Yarmouth answers admirably to the description of Brathahlid with its location on a tidal harbor, protected by an island, and connected with a lake by a passage. The likeness of description, and the finding of the stone, when associated, makes quite an array of evidence in favor of the supposition that Yarmouth was the site of Brathahlid. The inscription on the stone was translated — Haki's son addressed the men — and the records of these expeditions tell that one Haki was a member of them. The point is, however, unsettled, but whether or not Yarmouth was the Vineland of nine centuries ago, it is the Vineland of today, for the grapes of its hothouses are great luxuries. West of Overton is the

MILTON, N. S.

valley of Issegoggin, corrupted by the English in their indelicacy of taste into Checoggin, a delightful region.

Yarmouth possesses a number or thriving industries, including woollen mills, shoe factories iron foundries, box factories, a cotton duck factory, a lobster cannery and other institution, which, in the aggregate, give employement to a large number of hands In addition to being the terminus of the Dominion Atlantic Railway it is also the starting point of the Coast Railway, a line which has already been built eastward for fourty miles, to Pubnico, and is being extended along the coast eastward to Shelburne and Halifax. The principal business and professional men are as follows, viz: Edward Allan, grocer; Burrell Johnston Iron Company, limited; Wm Burrill & Co., general dealers; Cook & Stoneman, dry good merchants; Corning & Chapman, barristers-at-law; J. A. Craig, druggist; T. B. Dane & Sons, clothiers; James Frost & Son, coach line; Harding & Thomson, dentists; W. A. Killam, fish dealer; Sanford H. Pelton, barrister-at-law; H. C. Richards, dentist; M. A. Shaw, ready-made-clothier; Thomson & Co., druggists and stationers; E. J. Vickery, stationer, Frank W. Wilson, foundry; Yarmouth Duck and Yarn Co. The leading hotels to stop at are: Grand Hotel, Grand Hotel Company and Queen Hotel, E. M. Nichols, proprietor.



THE ROCKS, ALBERT COUNTY, N. B.

ALBERT, N. B.

ITS SURROUNDINGS AND ITS ATTRACTIONS AT SLIGHT COST TO THE SUMMER TOURISTS.

ALBERT, formerly Hopewell Corner, is the centre of a cluster of villages in that part of Albert County known to the past generation as Shepody. It is the present terminus of the Salisbury and Harvey Railway, which taps the Intercolonial at Salisbury, 13 miles to the west of Moncton and 76 miles east of St. John. This line, 45 miles in length, introduces the traveller, on the one hand, to fine ranges of hills, clad with spruce, birtch and maple, and on the other to broad acres of marsh, that skirt the northern shores of the Bay of Fundy, reclaimed from the tides that for ages have deposited to great depth the rich soil which now yields such bountiful crops of hay year after year, without imposing on its owner the tedious labor and heavy cost of cultivation and top-dressing required on the upland.

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ALBERT, ALBERT COUNTY, N. B.

THE ROCKS, ALBERT COUNTY, N. B.

J. L. RICHARDSON,

DEALER IN

Dry Goods, Clothing, Boots and Shoes,

GROCERIES, PROVISONS OF ALL KINDS,

In fact Everything to be Found in a General Store.

ALBERT, - - Albert County, N. B.

Amid such surroundings it would naturally be expected that lumbering and agriculture would form no unimportant part of the staple industries of this locality, and such is the case. Albert itself, besides the numerous small mills adjacent, which cut from a million down, has one mill that turns out four or five millions of lumber annually. It has two carriage factories, a furniture factory, steam grist mill and planing mill, steam tannery, printing office, an extensive nursery, eight general stores, besides a number of other stores and industries. In 1879 L. M. Wood, a talented young resident, began to do job printing, and in January, 1880, he published the first modest issue of the "Maple Leaf." Owing to ill health Mr. Wood removed to the Pacific coast after ten years of excellent work on his paper, which he brought up to its present size. The paper has been issued every Thursday up to the present. For over seven years it has been in the hands of the present editor and publisher, J. H. Rhodes.

Albert's public buildings are: Public hall, Baptist and Methodist churches, school house and private residences all reflect credit on its inhabitants, both as to the exterior and interior appointments by the absence of gaudiness and the display of taste suited to the general surroundings.

All visitors to Albert are charmed by the appearance of comfort and prosperity on every hand. The extended views presented by the broad marshes, the little villages that dot the rising upland, the excellent roads for wheel or carriage, the pretty drives, the changing scenes of wood and water, of island and open bay, and in the distance the long stretching line of the Nova Scotia shore, far as the eye can see, and last, but not least, the welcome summer coolness by night or day, which banishes all thought of fatigue and gives zest to body, mind, and appetite.

Within a short distance the tourist will find ample opportunity for picnics. On the highland at the Hill, on Shepody Mountain, by the Bay Shore at Mary's Point, or by boat to Grindstone Island, or up the Crooked Creek, where he might try the trout; or at West River or Germantown Lake or McFadden, where both rod and gun might come in play. To those who wish to leave the burning city behind and absolutely rusticate at a very trifling expense, Albert and its vicinity present exceptional attractions and will fill the bill. Visitors from Boston, New York, Chicago and elsewhere have been down here to cool off during July and August, and coming once, they come again. Do not make any mistake, however, for plain and substantial fare, without frills and fixings, is the fashion of our hosts. You touch the button and the climate does the rest.

The trade of the outlying districts largely centres at Albert. Besides the more distant places, Harvey Corner, Harvey Bank, Riverside and Hopewell Hill form a cluster of villages within a radius of three miles of Albert, whose total population is about two thousand. A more picturesque group, whether viewed from the hills, the river, or the bay, is difficult to find. Each place has attractions of its own, and the group presents a different appearance from each standpoint.

From Albert, looking southerly, across the Shepody river and over the marshes, are the spires of the Baptist, Methodist and Episcopal churches, the schools, the public hall, the railway station, the shipyard and public wharves, some handsome private residences and long lines of houses stretching in several directions, both up the hills and along the shore line. Most visitors are attracted by the Bay View Cemetery on account of the beauty of its situation as well as for its tastefully laid out grounds, where, as the name implies, a fine view of the bay may be attained, the shores stretching round from here to Mary's Point, the favorite spot for bathing.

About a mile to the north east of Albert is Riverside, a charming village in this group. It is possessed of the prettiest Presbyterian church in the county and has an excellent public hall. Here, also, is Government house, the residence of His Honor, Abner Reid McClelan, the Lieutenant Governor of New Brunswick. The building is modern in style, with all up-to-date conveniences, and is considered one of the most desirable residences in this part of the province. The streets are in fine condition, level, at right angles, and with shade trees on either side. There

POLLETT RIVER FALLS, ALBERT COUNTY, N. B.

are several general stores, steam mill, planing mill, tannery, etc. Its schooners are employed chiefly in carrying lumber to St. John and other ports.

About two miles beyond is Hopewell Hill, its houses stretching along the road built on the rising land between the marshes and the foot of the Shepody mountain, so called, an elevation of about 1,000 feet. Its name, Shepody, is said to be a corruption of *Chapeau Dieu*, God's Cap; suggested, no doubt, to the mind of the Acadians by the cloud which rests on the top of the mountain prior to rain, and rises at the approach of fine weather, revealing to the expectant farmer the shining face of the sun, which turns his acres of grass into fragrant hay. The old Acadian village of Shepody dates back to the time when the flag of France floated over this part of the continent. Indeed, tradition tells us that Cartier's vessels reached the head waters of the Bay of Fundy. The story of Evangeline gives, with touching pathos, the history of the Acadians on the other side of the bay, almost within our sight. Yet, here, in Shepody, dwelt in peace and contentment the same simple minded people, until, by the mandate from the governor of Halifax, their property was confiscated to the crown and they were driven from their homes. The old dykes, the sites of their buildings, the graves of English soldiers and other evidences still remain to attest to the fact that these exiled people dwelt on these shores. After the revolution of 1770 large grants of land were made to the loyalists who settled here and in adjacent parishes.

Much of interest in tradition and history pertains to this locality. To those desirous of viewing a wide panorama of great diversity in scenery, embracing islands and headlands, wood and water, rivers and bay, long stretching lines of shores, luxuriant marshes, vessels at anchor in deep water or at the wharves, with numerous villages on both sides of the bay. These may be seen from the summit of the mountain or from the elevated ground at the back of the churches at the Hill.

The Cape Rocks, of which mention will be made shortly, lie between Hopewell Hill, or more accurately, between Cape Demoiselle and Hopewell Cape. Yet, as they skirt the bay through their entire course, the tourist by either road or rail would be in entire ignorance of their existence. It is thus easy to miss what all experienced travellers who have viewed these curiously wrought specimens of nature's handiwork, pronounce the most wonderful attraction of the kind they have ever seen. Those who have visited the New England coasts, various parts of the coasts of Canada and of the British Isles, tell the same story, they have seen nothing like the Cape Rocks. They are unique in their attractiveness.

Hopewell Cape, the shiretown of Albert County, is about twelve miles above Albert and seven miles below Hillsboro. It has for many years been regarded as the natural summer resort for the residents of Moncton who desire to brace their nerves by the cool sea breezes of the Cape, while their less fortunate neighbors remain sweltering in the city. A small steamer usually runs in the summer between the Cape and Moncton, and a ferry boat crosses over to Dorchester, the shiretown of Westmoreland. This proves a great convenience, enabling passengers to make connections with the C. P. R. and I. C. R. trains, in some cases with less delay than by the local line. Hopewell Cape enjoys the patronage of a select class of visitors who have for many years been acquainted with its advantages, perhaps through their professional visits during court time. But it is only recently that the feature that must make it the popular resort for visitors and tourists has become generally known. That special feature is the Cape Rocks.

The accompanying illustration is a mere suggestion of the manner in which the tide has circled around the rocks and whittled out the figures to its own taste. It gives no adequate idea of the extent of the rocks, of their height or of the great variety of effects the tide has been able, piece by piece, through ages to produce. The rocks themselves are sandstone, yet the base of them is conglomerate, both have been worked into islands, and pillars, and arches, and caves,

which at every few yards assume new features both individually and collectively. It requires but a touch of imagination and a tinge of poetry to believe yourself to be gazing upon the sculptured temples of India or the giant figures of Egypt We do not wonder that visitors bring their kodaks, and, lacking these, take to their sketch books, for verbal description of these effects is futile. This, we think, is one reason why the Rocks are not more generally known. Still Americans and Canadians have visited them and the number of visitors is yearly on the increase, but none of them have yet explored The Devil's Den. one of the caves, supposed to run under Shepody Mountain. Its windings are said to have been traced for a mile, perhaps. Yes, but the chilly dampness, the cold dripping walls, the gloom accompanying the dim flicker of the torch in its struggles to keep alight are among the discouraging things that have squelched the ardor of the adventurous and caused them to retrace their steps without discovering the goblin or his home.

Proceeding from Albert down the bay, the scenery becomes bolder and more romantic. Waterside, Alma and Point Wolfe have each claims that summer visitors will recognise. Especially for boating, bathing, duck shooting and trouting. The hotel charges at these places, as well as throughout the county, are not more than $1.50 per day Most of the hotels have liveries attached the charge for teams is equally moderate.

The principal hotels to stop at are the Globe Hotel, W W. Jones, proprietor, and the commercial Hotel, Miss M. McGowan, proprietress, The principal business men are, viz.: Lorenzo Chapman, physician; C. & I. Prescott, general dealers; J. H. Rhodes, editor and publisher "Maple Leaf," and J. L. Richardson, general dealer.

SALMON FISHING ON THE NEPISIQUIT RIVER, N. B.

BATHURST, N. B., FROM STATION.

BATHURST, N. B.

SITUATED on historic Bay Chaleur, midway between the cities of Quebec and Halifax, Bathurst offers many attractions to tourists and travellers who desire to escape the bustle and heat of populous centres, and to spend the summer in the cool and quiet of the seaside year by year. As the advantages of the resort become better known larger numbers of visitors spend the heated months along the verdure clad shores of the beautiful harbor, or enjoy the sport afforded on the turbulent, foam tossed, rock ribbed rivers.

The drives around Bathurst are numerous. Among them may be mentioned those to "The Points," to Pabineau, Grand, Tetagouche, Nigadoo Falls, and "around the Basin;" all of which will unfold to the eyes of those who love to contemplate nature unadorned, some exquisite bits of landscape, diversified with river, valley, mount, stream and sea.

Canoeing, boating and kindred enjoyment may be indulged in, without fear of danger, on the placid land-locked waters of the harbor and its tributary streams; while within easy reach of town and in close proximity to farm houses and summer cottages, ample opportunity is afforded those who enjoy strolling on the glistening sands, or bathing in the limpid waters of the bay.

One of the most attractive features that Bathurst has to offer to the tourist is the fly-fishing for salmon and trout in the various streams that here abound. Sea trout in vast quantities are taken from the Pokemouche, Tracadie, Caraquet, North and other rivers; while salmon may be caught

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MAIN STREET, BATHURST, N. B.

ADAMS, BURNS & CO.,

Timber and General Merchants.

Mills at Bathurst and Burnsville,

NEW BRUNSWICK.

DEALERS IN

Spruce, and Pine and Hardwood Lumber, Railway ties, Cedar Poles, Pulp Wood, Etc.

OFFICES AT BATHURST, N. B.

PABINEAU FALLS, N. B.

with the fly in the Nepisiquit, Tetagouche and Middle Rivers. The first named of these latter is the paradise of the angler, Sportsmen from all parts of Canada and the United States, as well as from the British Isles, are annually to be met with in the Sylvan retreats on its picturesque, rock-bound shores, and the immense catches of silvery salmon amply testify that nature, in these parts, is lavish to her devotees. All information regarding fishing privileges may be obtained from that veteran angler, Henry Bishop, Esq., who will gladly answer all enquiries as to the fishing, the guides, supplies, etc

No part of New Brunswick affords better opportunities for lovers of gunning than does this vicinity; moose, caribou, deer and bear abound within easy distance, and smaller animals, valuable for their fur, are caught in large numbers by white and indian trappers. Along the shores of the Bay Chaleur, in spring and fall, immense flocks of wild geese, brant and ducks are to be met with; while to enumerate the different smaller game that abound in the forests and along the marshes, streams and lakes, would be well nigh impossible.

The principal industries are: Farming, lumbering and fishing. Several large saw mills are situated here, and give employment to a large number of men, during the winter, in obtaining the logs, and in summer, in preparing the lumber for the markets. A considerable number of the inhabitants are engaged in the fishing of cod, mackerel, salmon, herring, lobsters and smelt, which are generally shipped to the markets of the United States and Europe.

The Caraquet and Gulf Shore Railway affords communication with all points along the Bay Chaleur and Gulf of St. Lawrence; and the I. C. R. trains arrive during the day and night at the Depot, where vehicles are always at hand to carry travellers to all parts of the town and neighborhood.

The town is supplied with four good hotels, among which may be mentioned the Wilbur House, mine host Percey, is a prince of good fellows and the "guide, philosopher and friend"

ON THE NEPISIQUIT RIVER, N. B.

W. J. KENT & CO.,

General Merchants.

DEALERS IN

Staple and Fancy **Dry Goods,**

BOOTS and SHOES, CLOTHING. GENTS' FURNISHINGS,

Groceries, Provisions, Patent Medicines, Hardware,
Glass, Paints, Oils, &c.

FURNITURE.

BATHURST, - - N. B.

GRAND FALLS, ON THE NEPISIQUIT, N. B.

of all the travelling and sporting fraternity.

The principal hotel to stop at is the Wilbur House, Percy Wilbur, proprietor. The principal merchants and professional men are: Adam Burns & Co., general merchants; J. F. Barry, agent Merchants Bank; A. N. DesBrisay, grocer; George W. Gilbert, barrister-at-law; W. J. Kent & Co., general dealers; N. A. Landry, barrister-at-law.

A. NORMAND DESBRISAY,

—DEALER IN—

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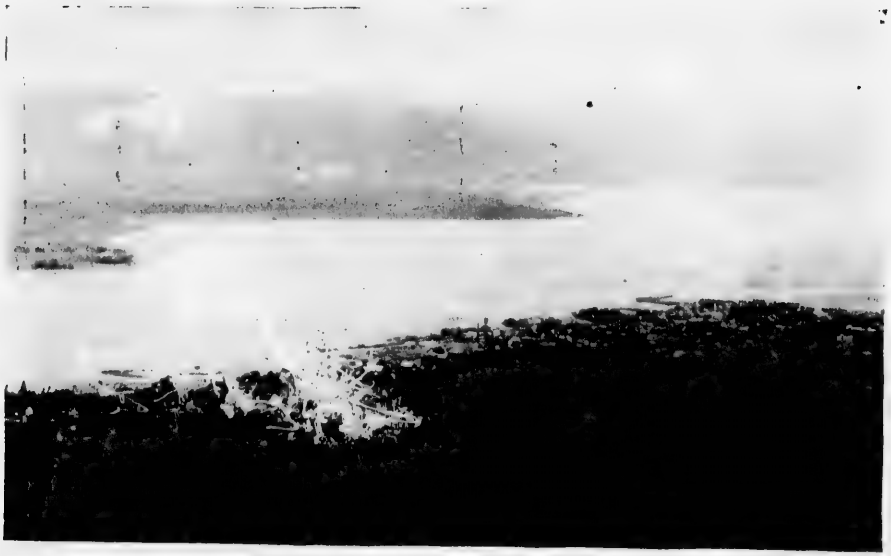
FLOUR, PROVISIONS, &c., &c. Wholesale and Retail.

Fishermen and Hunters Supplied. Experienced Guides and Canoes provided for Sportsmen.

References—S. Wetmore Merritt, Esq.
J. DeWolf Spurr, Esq.
Jas. F. Robertson, Esq.

BATHURST, N. B.



BIRD'S EYE VIEW CAMPBELLTON N, B.

CAMPBELLTON, N. B.

CAMPBELLTON is the most northerly town in New Brunswick, and is at once one of the busiest and most prosperous towns in the Maritime Provinces. The murmurous hum of the mills proclaim one of the chief industries of the country, and the nets of the fishermen tell of another great source of wealth. The town is pleasantly situated on the Restigouche River, and possesses a number of good comfortable hotels, well equipped stores, and fine churches and schools. The beautiful scenery, historic associations, and the fine fishing in the neighborhood combine to make this one of the most delightful spots in which to spend a summer holiday.

From the top of Sugar Loaf Mountain, just back of the town, may be obtained one of the finest views in all Canada. For thirty miles the noble river, emerald-blue in the summer sunshine, flashing like a "lambent jewel" winds, with apparent delight, by many a moss-green island far away to the west ; then growing bolder as it nears the town, sweeps about many a point and headland eager to join the waters of the the Baie des Chaleur, so named, in the long ago, by old Jacques Cartier. On each side of the river rises a splendid chain of hills, blue and undulating, in whose purple hollows the summer shadows love to linger and play, forming a fitting frame to a noble picture.

From the scientist's point of view, these hills are interesting, as they are of very ancient

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A. E. ALEXANDER,

GENERAL

Wholesale and Retail Dealer,

AND MANUFACTURER OF

Cedar Shingles.

CAMPBELLTON, - RESTIGOUCHE COUNTY,
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JOHN P. MOWAT,

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TROUT, MACKEREL, ETC.

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IMPORTER OF ENGLISH AND FOREIGN GOODS.

Valuable Fishing Privileges on the METAPEDIA and RESTIGOUCHE for Sale or To-Let. Apply to J. P. or Alex Mowat.

CAMPBELLTON, - - N. B.

CAMPBELLTON, N. B., (FROM ROUND HOUSE.)

geological formation. Specimens of petrified trees have been unearthed, which have been pronounced by eminent authority, to be the oldest in the world.

In 1760 these old hills looked down on the last battle fought for surpremacy in British North America between the English and the French. It was a naval engagement, and took place in the vicinity of Campbellton. The burned and sunken wrecks of the French fleet, a few of which are still to be seen in the bed of the river, indicates a running fight, fierce and hotly contested while it lasted, but ending in the total defeat of the French fleet. The little town of La Petite Rochelle, about three miles above Campbellton, on the Quebec side of the river, was destroyed at the same time—its site is now the hunting ground of the curio seekers. About five miles further down the river interesting remains of old French fortifications may be seen at Little and Big Battery Points. British occupation of the land began in 1773, thirteen years later, when two young Aberdeen Scotchmen, John Duncan and Robert Adams, started the salmon fishing industry and planted the first trading-post, three miles west of Campbellton, at Old Church Point. Since then the fame of the Restigouche and its salmon has spread far and wide.

Tired city dweller or resident of the South, anxious to escape dust and heat :—

> "What would'st thou have for easement after grief,
> When the rude world hath used thee with despite,
> And care sits at thy elbow day and night
> Filching thy pleasures like a subtle thief?"

The Restigouche smiles you a welcome, and suggests a panacea, in a canoe journey with a

S. W. CRAWFORD & CO.,

DEALERS IN

Stoves and Ranges, Steel and Cast Iron Furnaces,

PLOWS AND REPAIRS, STOVE CASTINGS, ETC.

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CAMPBELLTON, N. B.

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THE Northern Enterprise

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ADVERTISING RATES REASONABLE. SUBSCRIPTION $1.00 PER YEAR.

T. W. BROWN, - - Editor and Proprietor.

CAMPBELLTON, N. B.

MAIN STREET, CAMPBELLTON, N. B.

rod and reel, away to her head waters if you will. An Indian guide, from Mission Point—an Indian settlement just opposite Campbellton—who, by the way, will likely tell you that his ancestor named the river, which, being interpreted, means "five finger river," in reference to its tributaries. He will be found to render skillful service in managing a canoe and pointing out good spots to fish

From Tide Head to Metapedia excellent trout and salmon fishing may be had. Further up the main river is the "Rafting Ground Reserve" which is a good section of the river for fly-fishing. Near by is the hospitable home of Mr John Dawson, where many tourists find a comfortable home during their summer sojourn. Here the late Henry Drummond, so widely known and loved, wrote a portion of his last great work, "The Ascent of Man" Both on the main river and its tributaries, many desirable pools remain unleased, where fine fishing may be enjoyed, the right to fish being arranged with private owners of the water. At the last annual sale of leases by the N. B. Government, several valuable portions of the river remained unleased.

For anyone who prefers a drive "along gray roads that run between deep woods" and a day's trout fishing, Parker's Lake and Lily Lake can be recommended. These are within easy distance of the town. There are others also, not quite so easy of access, but possessing an abundance of speckled beauties. At any rate the mighty "mother nature" is in this region disposed to be very generous and responsive. If you will but let her she will bring you "in her hand."

For all tired eyes, and foreheads, pinched and wan,
Her restful cup, her breaker of bright wine,
Drink and be filled and ye shall understand.

The principal hotels to stop at are: The Commercial Hotel, H. R. Murray, proprietor;

MILL POND AND SUGAR LOAF MOUNTAIN, CAMPBELLTON, N. B.

KILGOUR SHIVES,

CAMPBELLTON, N. B.

MANUFACTURER AND EXPORTER OF

Spruce and Pine LUMBER

For European, United States and South American Markets.

ALSO ALL KINDS OF

DIMENSION LUMBER, PLANK, DEALS and BOARDS.

All kinds of PLANED, TONGUED and GROOVED LUMBER, CLAPBOARDS, Planed and Butted or Unplaned.

Laths, Palings Planed and Pointed or Unplaned. "16 and 18" Cedar Shingles of Superior Manufacture. "4, 5 and 6" Shingles with Square or Shaped Butts.

GENERAL MERCHANDISE AND MILL SUPPLIES.

PARKER LAKE, CAMPBELLTON, N. B.

Waverly Hotel, Mrs. John F. Jardine, proprietress; Royal Hotel, A. A. Adams, proprietor; and Intercolonial Hotel, D. O'Keefe, proprietor. The principal business and professional men are: A. E. Alexander, general dealer; T. W. Brown, proprietor of the Northern Enterprise; S. W. Crawford, stoves and hardware; McAllister & Mott, barristers-at-law; A. McG. McDonald, druggist; J. P & Alex. Mowat, general dealers; Kilgour Shives, mill owner; John Dawson, Dawsonville.

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PURE DRUGS and CHEMICALS,

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SEEDS OF BEST QUALITY IN THEIR SEASON.

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CAMPBELLTON, N. B.

BIRD'S EYE VIEW CHATHAM, N. B.

CHATHAM, N. B.

CHATHAM, which is situated on the south side of the Miramichi River, about twenty-five miles from its entrance, is the largest town and seaport on the North Shore of New Brunswick. It is also the centre of trade for many places not only in Northumberland, but also in lower Gloucester and the Northern parts of Kent.

It has a population of nearly 5,000, was incorporated in 1896, is divided into four wards, and has a Mayor and eight Aldermen. It is about a mile in length on the river front, and averages three blocks in depth The streets run mainly parallel and at right angles.

The Roman Catholic Bishop, of the Diocese of Chatham, has his seat here, and the Pro-Cathedral stands on an elevated site at the rear of the town. The Church of England has two places of worship, one in the Town, and the other, two and a half miles away, the Presbyterian two, and the Methodists, one all in flourishing condition.

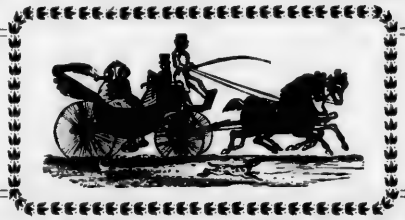
There is a convent, and, in connection therewith, a hospital of the Hotel Dieu of Montreal, a well equipped institution in which many cases, chiefly of patients from the North Shore Counties, without distinction of creed or class, are treated.

There are also two well established newspapers in the town, The "Miramichi Advance," D G. Smith, Editor and Proprietor, and The "World," J. L. Stewart, Editor and Proprietor, a

CHATHAM LIVERY AND BOARDING STABLE.

A. S. ULLOCK, - Proprietor.

First-Class DOUBLE and SINGLE TEAMS TO-LET at all HOURS. . . .



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J. D. CREAGHAN,

Wholesale and Retail

DRAPER, SILK MERCER.

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Direct Importer of

BRITISH & FOREIGN

DRY GOODS.

Chatham and Newcastle.

Dress Goods,

Silks, Carpets, Ribbons, Laces, Umbrellas, Muslin, Underwear, Corsets, Kid Gloves, Hosiery, Lace Curtains, Linens, Trimmings, Smallwares, Etc.

Great Bargains in

Clothing and Gents' Furnishings.

Also Special Value in

Carpets and Household Goods.

W. WILSON & CO.

Groceries and Provisions.

CHATHAM, = = New Brunswick.

ST. JOHN STREET, CHATHAM, N. S.

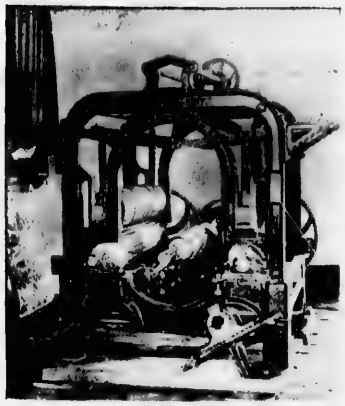
Young Men's Christian Association, Masonic Lodge, Royal Arch Chapter, Oddfellows' Lodge, United Workman, Catholic Mutual Benefit Association, Foresters, Royal Arcanum, Sons of Temperance, Good Templars, Catholic Total Abstinence Society, Women's Christian Temperance Union, etc.

Chatham is the centre of a very extensive lumber trade, and of the operations of two sulphite wood pulp mills. About twenty steam and water power saw-mills furnish its shipments of deals and those of the neighboring port of Newcastle, to the United Kingdom and Continent, Australia, etc. These average about 120,000,000 superficial feet annually, besides other lumber shipments, to the United States and points in the Maritime Provinces.

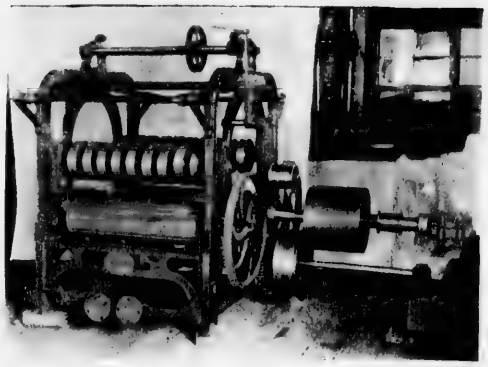
Amongst Chatham's other manufacturing establishments are two foundries and machine works, each of which have marine haul-up slips, and engage in building and equipping steamboats, in addition to other branches of that business. There is also a well-equipped steam joinery, planing mill, and door, sash and blind factory, and several carriage and sleigh manufactories. The Bank of Montreal and the Bank of Nova Scotia have each an agency in the town, and there are quite a number of law and insurance offices.

Chatham is the centre of a large fish exporting business. Its railway shipments of fresh salmon, smelts, mackerel, bass, etc., are reckoned by the thousand tons, while there is a very large export, also, by both ship and rail, of canned lobsters, blueberries, etc., running up into the hundreds of tons.

The Miramichi is famous for the number of its steamboats, and of the thirty in May, 1897, on the river, Chatham owners had eighteen, ranging from about 180 tons downwards, each, most



COMPOUND EDGERS.



J. M. RUDDOCK,

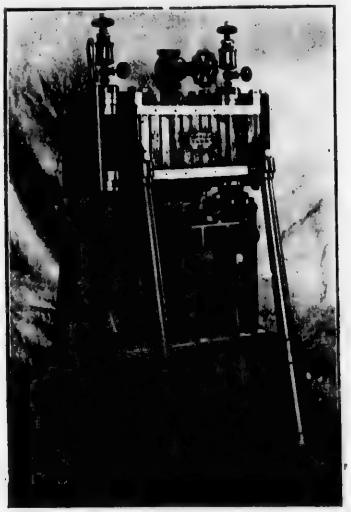
CHATHAM, N. B.

GENERAL

Iron Founder.

Machinery

ALL KINDS.



Yacht Engines,

All Sizes.

Boilers

. . AND . .

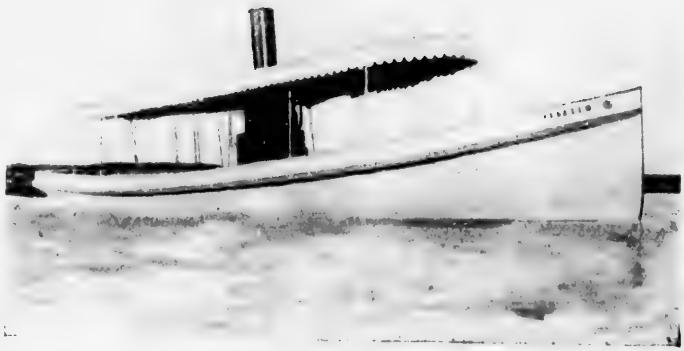
Fittings.

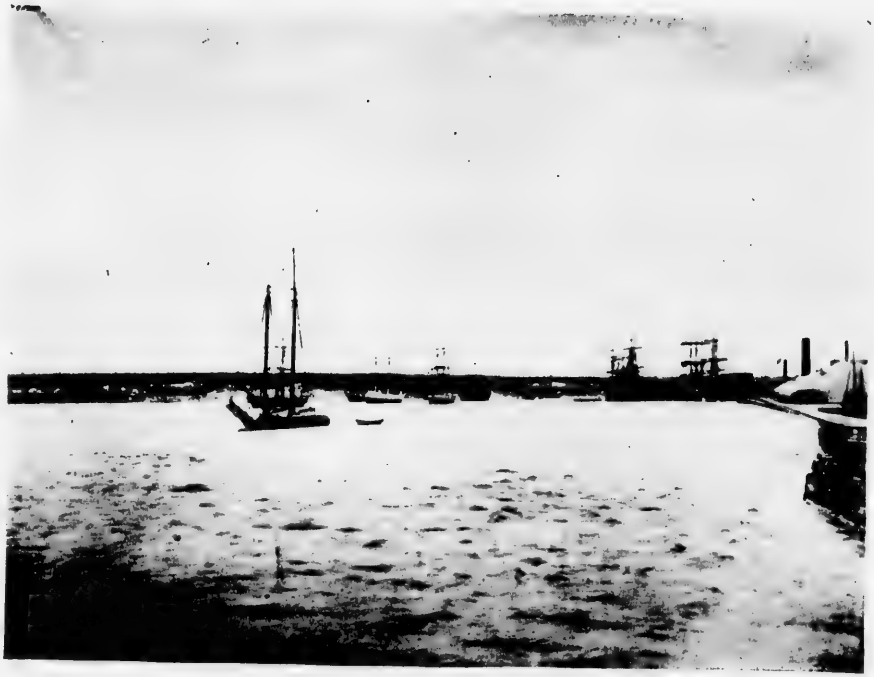
YACHTS

AND

STEAMERS,

ANY SIZE.





CHATHAM, N. B., (LOOKING DOWN RIVER).

of them being engaged in the business of the place, but a number being pleasure craft. Chatham, Newcastle, Nelson, Douglastown, and Loggieville maintain the Miramichi Yacht Club, the cruises and races of which are regular events each season, and do much in promoting good fellowship amongst its members and maintaining the interest in aquatic matters for which the Miramichi is as noted as it is for its old-fashioned hospitality.

Chatham's railway facilities are excellent. It is the eastern terminus of the Canada Eastern Railway which gives it a direct line to Fredericton, where connections are made with the United States via the Canadian Pacific. This railway also gives Chatham direct communication with all Intercolonial express, and accommodation trains, at Chatham Junction, which is twelve miles distant.

Tourists, sportsmen, health and pleasure-seekers, and those who wish to spend their summer vacations, or locate their families for a few weeks or months, where they may live at very moderate cost, cannot do better than go to Chatham. If good salmon fishing is wanted it may be had up the Miramichi, where trout also abound. Trout-fishing, open to the public, may be now had on the famous Bartibog and Tabusintac Rivers, where sea-trout, running up to four pounds in weight, are caught. A few seasons ago the writer and a friend killed on one of these streams, in one day's fishing, 93 trout which weighed 127 pounds. These were displayed next day in a store window as an object lesson for the information of anglers. The fees per rod per day on these rivers range from one to two dollars.

WELLINGTON STREET, CHATHAM, N. B.

J. B. SNOWBALL,

Steam Saw Mills and General Merchant.

TUGS AND STEAM YACHT SUITABLE FOR DEEP SEA FISHING PARTIES.

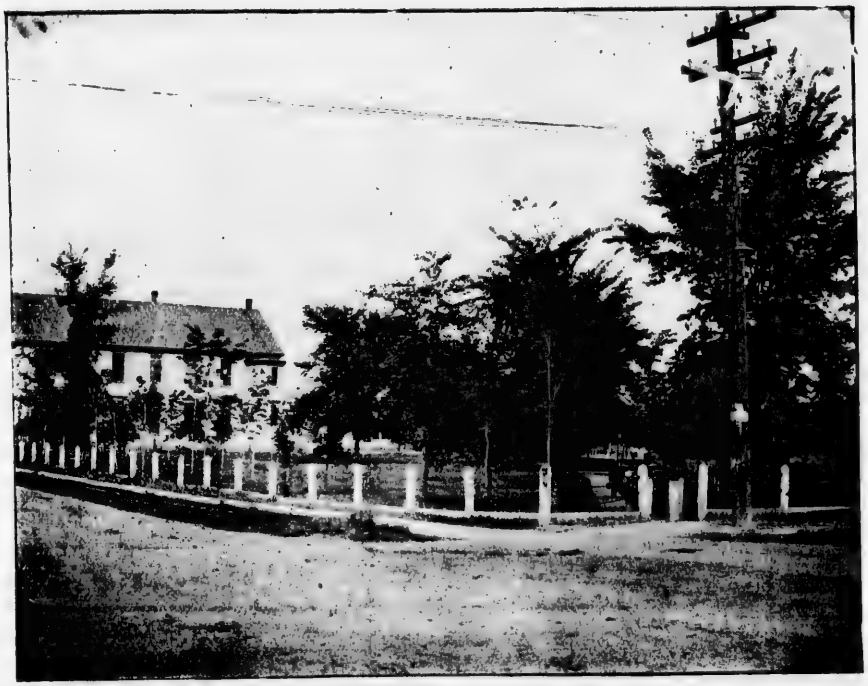
CHATHAM AND TRACADIE.

CHATHAM, - - - NEW BRUNSWICK.

F. O. PETTERSON,

Merchant Tailor.

WATER STREET, - - CHATHAM, N. B.



THE PARK AND MASONIC HALL, CHATHAM, N. B.

Free trout fishing, and good at that, may be had in a dozen places to be reached from Chatham, such as Little Bartibog, Church River, Eel River, Black River, Horton's Creek, Napan River, etc., to say nothing of mill ponds and other places where trout abound.

Striped bass are easily caught with hook and line in June and September in many places on the Miramichi, off Chatham and Newcastle, and elsewhere. The writer and a friend caught fifty-three of these one day in early June, six miles above Chatham. They weighed about 175 pounds. Eight and ten pounders are not unusual.

Down-river from Chatham, at points to or near which the steamer of the Miramichi Steam Navigation runs, bass may be taken with the fly in salt water. Here also line fishing for mackerel is fine sport. Parties go from Chatham by steamers and boats every summer, codfishing. A favorite way is for a party of a dozen to leave the wharf about eight o'clock one evening and return at the same hour the next evening. It costs them about $2.50 or $3.00 each for boat, lines, meals, bait, etc. The fares of codfish brought back average about 400. One party last summer (1896) who went on the steamer St. Nicholas, leaving the wharf at 8 p. m. Thursday and returning at 9 p. m. Friday, caught one and a quarter tons of codfish.

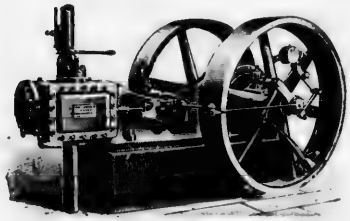
The Tabusintac, Neguac, Bay du Vin and other beaches afford splendid snipe and plover shooting, and these localities, as well as Tracadie, Pokemouche, Shippegan and Miscou—all of which are reached through Chatham—are the great North Shore haunts of black-ducks, geese and brant. There are no better feeding grounds for these birds in North America, that are accessible to the sportsmen

MILLER'S FOUNDRY, CHATHAM, N. B.

MILLER'S
FOUNDRY and MACHINE WORKS.

CHATHAM, - NEW BRUNSWICK, CANADA.

Successor to GILLESPIE FOUNDRY, Established 1852.



MILL, RAILWAY and other CASTINGS.

MARINE ENGINES

STEAM LAUNCHES and TUG BOATS.

Steam Boiler Repairs at Short Notice.

BRASS AND COMPOSITION CASTINGS A SPECIALTY.

Stoves, Gearings, General Repairs, Etc.

CAN DIE MAKING AND REPAIRING.

Having New and Special Tools for the Work and Good Experienced Workmen

JAMES G. MILLER, - Proprietor.

CHATHAM, N. B., (HARBOR AND SAW MILLS).

At distances from three to twenty miles from Chatham, there are probably the best caribou plains in New Brunswick, while moose and red deer, are also plentiful. Of the smaller game birds and animals, such as partridges, woodcock, foxes, rabbits, etc., there are a plenty.

At points down the Miramichi, reached by the regular daily steamer from Chatham, as well as in the surrounding country, individual visitors or parties can obtain board at three, four, five or six dollars a week per head. At the inland places there is trout-fishing, and big and small game shooting in their seasons.

At the seaside there is surf and more quiet sea-water bathing, trout-fishing in nearby streams, mackerel, bass, lobster and other fishing, partridge, snipe and plover shooting (in season), boating and canoeing—in fact, facilities for health-giving enjoyment and sport, at moderate cost, that are not to be found in such great variety in many other places where tourists go. There are, as yet, no summer hotels, as the tourist understands the term, but farm and other houses at which visitors are accommodated, and whose proprietors are anxious to make their guests comfortable in a homely way.

Of the roads of Chatham and vicinity, from the cyclist's standpoint, it may be said that they are comparatively free from hills and sand. Visiting wheelmen say, that they are above the average

CAMP POOL, MIRAMICHI RIVER. N. B.

CHATHAM CARRIAGE AND SLEIGH WORKS.

Headquarters for all kinds of

Agricultural Implements

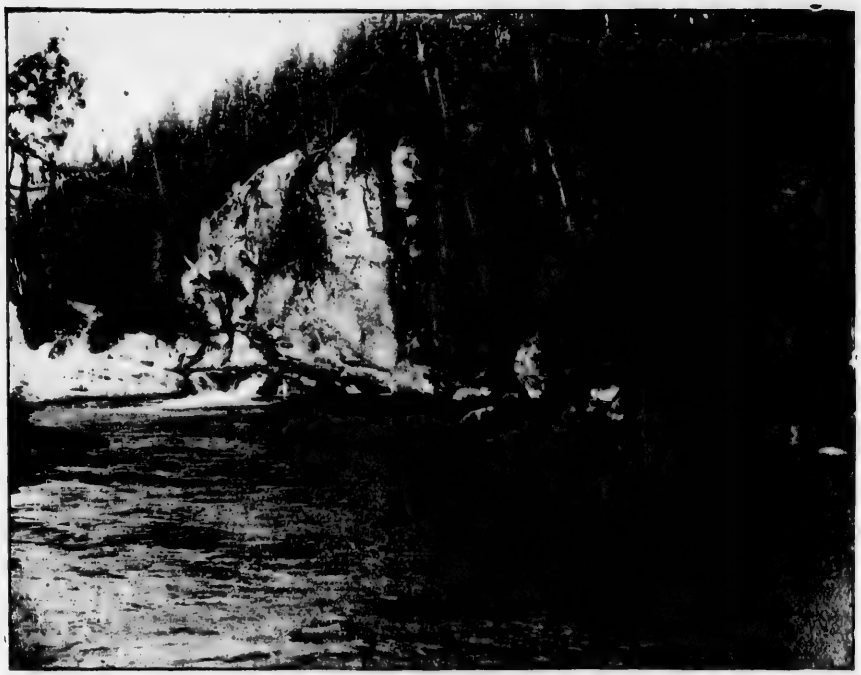
...AND...

Machinery.

[Established 1879. Rebuilt after the fire of October, 1895.]

I beg to inform the public that I am now better prepared than ever to attend to the wants of all patrons in the Carriage and Sleigh business and also that of Farm Implements. I intend to sell the goods in which I deal, or those of my own manufacture, at the Lowest possible price. I also guarantee all goods I sell. My terms are cash, or time sales to suit customers.

ALEX. ROBINSON, Proprietor, - - CHATHAM, N. B.



BEAUTY SALMON POOL, MIRAMICHI RIVER, N. B.

in these respects, and many of them such as that towards Douglasfield—perfect courses for the "silent stead."

Chatham has an ideal summer climate. The days are warm—occasionally running up to 80°—but the average day temperature is about 65°; the nights are always cool. Fog is practically unknown on the river or bay in summer. The prevailing wind is north-west.

It is needless to say that nowhere in Canada are law and order better observed, and nowhere are strangers treated with greater hospitality than at Chatham, and on the Miramichi generally.

The leading hotels to stop at, while in Chatham are: The Adams House, Thos. Flanagan, Proprietor; River View Hotel, P. Archer, Proprietor; the Aberdeen Hotel, A. J. Pine, Proprietor; and the Canada House, Wm. Johnston, Proprietor.

A. S. Ullock has a well appointed livery stable, where teams can be had at all hours, and at moderate rates.

The principal dry goods stores, general merchants and grocers, etc., are: J. D. Creagham, dry goods, etc.; R. A. Murdock, dry goods; W. S. Loggie & Co., general merchants; J. B. Snowball, general merchant; George Stothart, hardware, etc.; W. Wilson & Co., grocers; B. R. Boutillier, tailor; F. O. Petterson, tailor; W. R. Gould, watchmaker

J. Y. MERSEREAU,

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STOTHART BUILDING,
Water Street, Chatham, N. B.

MODERN METHODS. LATEST APPLIANCES AND SKILLED ARTISTS ONLY ARE EMPLOYED.

BRANCH STUDIO AT MARYSVILLE, NEW BRUNSWICK.

Landscapes, Buildings, Outdoor Groups, Etc., Photographed on Shortest Notice.
Prices as Low as Consistent with First-Class Work.

B. R. BOUTILLIER,

Merchant Tailor.

Full Line of Cloths of all kinds always on hand.
Satisfaction Guaranteed. Lowest Prices in Town.

CHATHAM, N. B.

DRY GOODS EMPORIUM.

R. A. MURDOCK,

STAPLE AND FANCY DRY GOODS,

CLOTHIER, FURRIER, GENTS' FURNISHER.

Our New Premises, 2 Doors East .... of Old Stand.

OUR TERMS STRICTLY CASH AND .... ONE PRICE. ....

CHATHAM, New Brunswick.

The World.

PUBLISHED WEDNESDAYS and SATURDAYS.

Only Paper in Chatham with Large Town Circulation.

POSTERS, DODGERS, PROGRAMS, Etc. Etc., Printed at SHORT NOTICE.
The Weekly World has twice as much North Shore Circulation as any other Paper.

J. L. STEWART, Publisher, Chatham, N. B.

"THE DAM," MIRAMICHI RIVER, N. B.

The two foundries and machine shops are a credit to the owners, and quite an addition to the industries of the town, namely, J. M. Ruddock's and Miller's, as is also Alex. Robinson's carriage factory.

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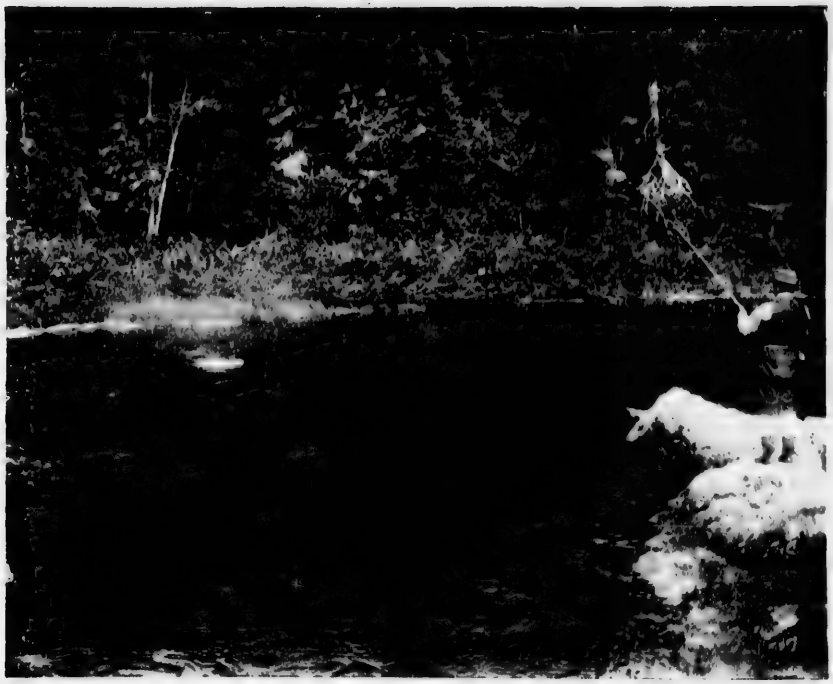

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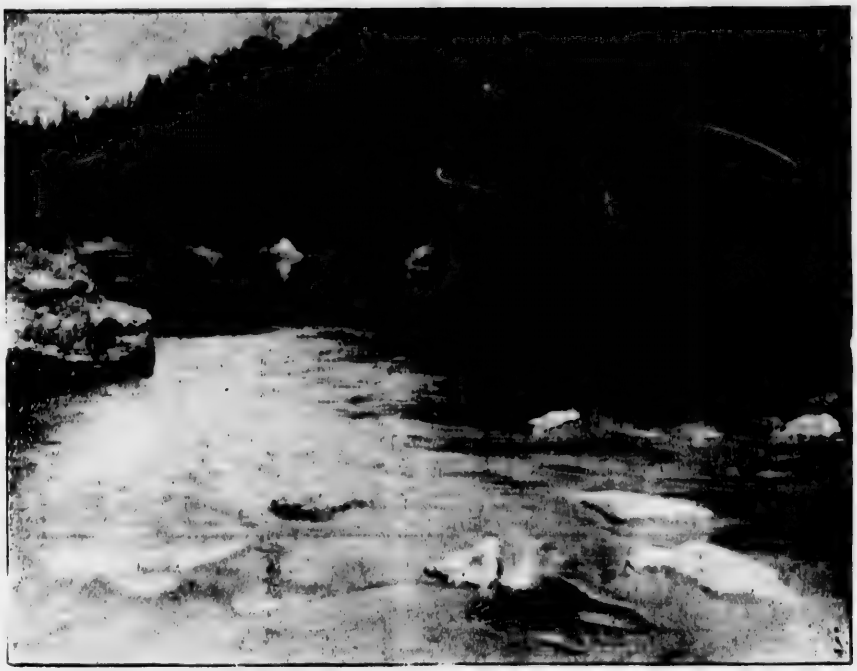

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SPORTING SCENES—KENT CO., N. B.

INCH ARAN POINT, NEAR DALHOUSIE, N. B.

DALHOUSIE, N. B.

THE shiretown of Restigouche is pleasantly situated on the south side of the Restigouche River, at a point where that noble stream broadens into the Bay Chaleur. It is the headquarters of an extensive lumber business, and also the centre of a large salmon business, immense quantities of that splendid fish being netted in the immediate neighborhood and shipped from Dalhousie by Messrs. Loggie, S. McGregor and others. The greater portion of the salmon caught on the Gaspe coast is also received at this point by steamer and re-shipped by rail.

The well appointed steamer "Admiral" makes regular trips twice a week to Gaspe, touching at many intermediate points both going and returning.

Mail Orders for Printing promptly attended to by The Sun Printing Company, St. John, N. B.

BIRD'S EYE VIEW DALHOUSIE, N. B.

MORRISSEY ROCK AND TUNNEL, NEAR DALHOUSIE, N. B.

TIDE HEAD, RESTIGOUCHE RIVER, DALHOUSIE, N. B.

There are three good hotels in the town. The well known Inch Aran Hotel, a favorite summer resort, is within a mile of it.

There are many points of interest about the shore of the bay east of the town, and also many lovely drives both up and down the river, as well as in the back country.

Trout fishing is abundant within easy reach. The Charlo, a lovely river, is within eight miles, the Escuminac and Nouvelle are nearly opposite the town, in the Province of Quebec. The Jacquet River, some 23 miles east, is famous as a trout and salmon river. The Benjamin about thirteen miles distant, is stocked with small trout, and, when a proper fish-way is put in the dam near its mouth, will no doubt furnish both sea trout and salmon, as, large numbers of these fish are caught below the dam in the proper season.

Altogether, Dalhousie furnishes a natural centre for rare sport to the angler, and one advantage it has of great importance, and that is pure, healthy sea air.

The principal hotels to stop at are the Clifton House, J. M. McLeod, proprietor; Baie Des Chaleur, George E. Mercier, proprietor; Murphy's Hotel, Thomas Murphy, proprietor. The principal professional men are J. C. H. Barbarie, barrister-at-law; James S. Harquail, barrister-at-law.

NATURAL ARCH, NEAR DALHOUSIE, N. B.

LOOKING DOWN RIVER, DALHOUSIE, N. B.

DALHOUSIE HARBOR, N. B., FROM INCH ARAN BEACON.

DORCHESTER HARBOR, N. B.

DORCHESTER, N. B.

IN describing Dorchester we will take the shiretown as a common centre. The town, built on a hill and founded on a rock, contains 1,000 inhabitants, has five churches, viz: Roman Catholic, Church of England, Presbyterian, Methodist and Baptist, a superior school with four teachers, and a fifth one is to be added after the midsummer vacation. The court house, built in 1875, is a large and commodious building, containing on its lower flats, the offices of the clerk of the peace, the registrar of deeds, the county secretary, the clerk of the county court, the parish court commissioner and the sheriff. On the second floor there is a very large room 30 x 60 used as a place for holding the Circuit and other courts. Connected with the court room are the judges' and barristers' rooms; and on the third floor the grand and petty jury rooms. To the north of the court house, and facing Main street, is the county jail, a brick building two stories high, the main building is used as a residence for the jailer, and the ell in the rear, for the debtors and criminals. The building is heated by hot air and supplied with water from a neighboring resevoir. There are twelve cells in the ell.

The Court House Square, in the front of, and to the east and west of the building, is surrounded by offices and stores. On the west of the square and on the opposite side of Main street is the Windsor, a handsome four story building, erected in 1895, capable of lodging one hundred guests, heated with hot air and plentifully supplied with water throughout; the water supply coming from a living spring, on the higher ground and is brought into the building and carried into every room by pipes. It is admittedly the finest hotel building between St. John and Halifax. On the same side of the square, and to the south of the Windsor, is the Wilbur House, capable of accommodating, when in use, forty guests. The latter property being at present in dispute is not occupied.

Leading from the square as a common centre, are a number of streets, viz: Woodlawn, Rocklyn and Main streets, running east and west. From Main street on the north and at right angles with it, is the I. C. R. Station street, and to the south the Island Road. Two streets lead from Rocklyn street to Main street, they are Church and Water streets.

Approaching Dorchester from the east the scenery is very fine, Palmer's Lake, which skirts Water street, is a pretty sheet of water and in the summer is used for pleasure boating, and in the winter as a natural rink. At the foot of the hill and on the north of the road, just before you come to the long, stone bridge over Palmer's Lake, is the Cemetery, one of the principal resting places for the dead, and a frequent resort of the living. The ground, then covered with a luxurient growth of trees of every description known to our climate, was a gift to Dorchester by the late Governor Chandler. Only the trees that would interfere with making the walks were removed and after the walks had been made, they were nicely graveled and are always kept in excellent order. Turn where you will and you see beautiful monuments marking the resting places of many of the fathers, mothers and children of the town. Crossing the bridge, as you ascend the hill you have the Roman Catholic Cemetery on the right. As this has only been owned by that church for a short time, it is not yet, what a little work will make it, a very nice Cemetery. As you pass up the hill, on either side you have fine residences, surrounded with well kept grounds, ornamented with trees, flowers and shrubs. Passing out of the town by way of the northern extension of Main street, you cross Robb's Brook, over an arched stone bridge, and a short distance beyond, on the rising ground to the right and overlooking the valley of the Memramcook, you have the Maritime Province Penitentiary. It may seem strange that one of

SQUARE AND COURT HOUSE, DORCHESTER, N. B.

he most beautiful cites in Canada should be made the home of criminals. The residence of the warden and some of the other officials of the prison are around the penitentiary, while on the opposite side of the road, is what is called "Penitentiary Row," the cottages where the keepers and guards live. The penitentiary is a handsome stone building, capable of comfortably housing two hundred convicts and has annexed to it, shops for the manufacture of brooms, pails, butter tubs, etc. Within, among other things, it has the offices of the principal officers and a nice little chapel.

Reversing the order of our description we will now start at College Bridge, and briefly speak of the country on either side of the Memramcook. College Bridge is a wooden structure, and is to be replaced this summer (1897), by an iron one. The river has the same right to be called the "golden" as the Tiber had. Both rivers take the color of their water from the alluvial deposit of red marl in their waters. When the tide is in, the sinuous Memramcook is a beautiful river, when out, a crooked muddy gully. The road to the west of College Bridge, I. C. R. Station, will take you to St. Joseph's church, the college and academies and the Memoria Hall. The church is built of freestone, has a beautiful spire, 160 feet high. containing a chime

of bells noted for their excellence. To the north of the church are the college and academies and the Memorial Hall, all very fine buildings, and in the rear of the buildings is a spacious artificial lake, a thing of beauty, where you can have a boat-sail at any time you ask for it. This brief description of the institutions at Saint Joseph's does them but slight justice, and all who can, are recommended to visit them and inspect for themselves the institutions that have scattered well educated men and women broadcast over Canada and other lands The view from St. Joseph of the river and the surrounding country is very fine and will repay a visit. The valley of the Memramcook and the river gradually widen, until both abruptly terminate in the Dorchester Harbor.

The harbor, properly speaking, is common to both Dorchester and Hopewell, at their confluence, the harbor receives the waters of the Memramcook and Petitcodiac. The harbor gradually increases in width, from three to seven miles, until it is land-locked at its mouth by Point St. Mary, on the Albert. and Cape Maringuin, on the Westmoreland side. At the mouth of the harbor Grindstone Island stands sentinel, and the two capes and the island with the highlands on each side makes it one of the safest harbors. In the deepest parts ships and steamers of the greatest tonnage can lay afloat at all times of the tide, and many are occasionally seen there. The I. C. R. has a wharf at Dorchester Island, connected with the I C. R by a branch line. From this wharf large quantities of lumber and coal are shipped.

Returning to the Town of Dorchester, we will take our way down along the shore from there to Rockport, the southmost point of the County of Westmoreland. At the start we have in the distance a fine view of Shepody Mountain. Some have erroniously supposed that the word Shepody, is a corruption of the word Chapeau Dieu, but it can easily be proven that it was called Shepody before the French ever saw it. It is said that, on a clear day, it can be seen from some of the highest lands on P. E. I. At Coles' Point is the ferry between Dorchester and Hopewell Cape, and on a fine day it will give any one who embarks on it a pleasant trip; the ferry is just three miles wide, and while the boats used are very good and safe, it is to be regretted that there is not a steam ferry there The ferry on the Dorchester side is the bathing place in summer, for the people of the shiretown, and they have eight bathing houses there Further down the harbor are Pink Rock, Grand Aunce, and still further down Rockport The drive from "The Corner" to Rockport, twelve miles, is splendid, the scenery constantly changing and the air from the bay purified by the salt water breeze, sweet and healthy. Every one visiting Dorchester in quest of health or pleasure, should take a drive to Rockport by the shore road.

While the climate of Dorchester is not so cold in winter as in many other places in New Brunswick, there is never any oppressive heat there in summer. In the hottest day, the heat is modified by the sea breeze that always, in the afternoon, falls in upon the land and hot nights are unknown. Dorchester is noted for its healthfulness. This may in part be attributed to its natural drainage and the purity of its spring water. It has within its limits no swamps, bogs or pools of stagnant water, and within it fevers are almost unknown. It is much to be regretted that the town has not been more extensively brought into notice as a pleasant and healthy summer resort Much more could be said did our limits permit The time has come for us to take a few leaves out of the books of our neighbors "over the line," where every place that has such claims, as many places in New Brunswick seldom heard of, are cried up for more than all they are worth. Dorchester in the near or more distant future, must some day take a prominent place among pleasure affording and health giving summer resorts.

The principal professional men are: A. J. Chapman, barrister-at-law; A. W. Chapman, barrister-at-law; H. R Emmerson, barrister-at-law; Charles E. Knapp, barrister-at-law; A. D. Richards, barrister-at-law; Mariner G. Teed, barrister-at-law; S. Edgar Wilson, county-secretary.

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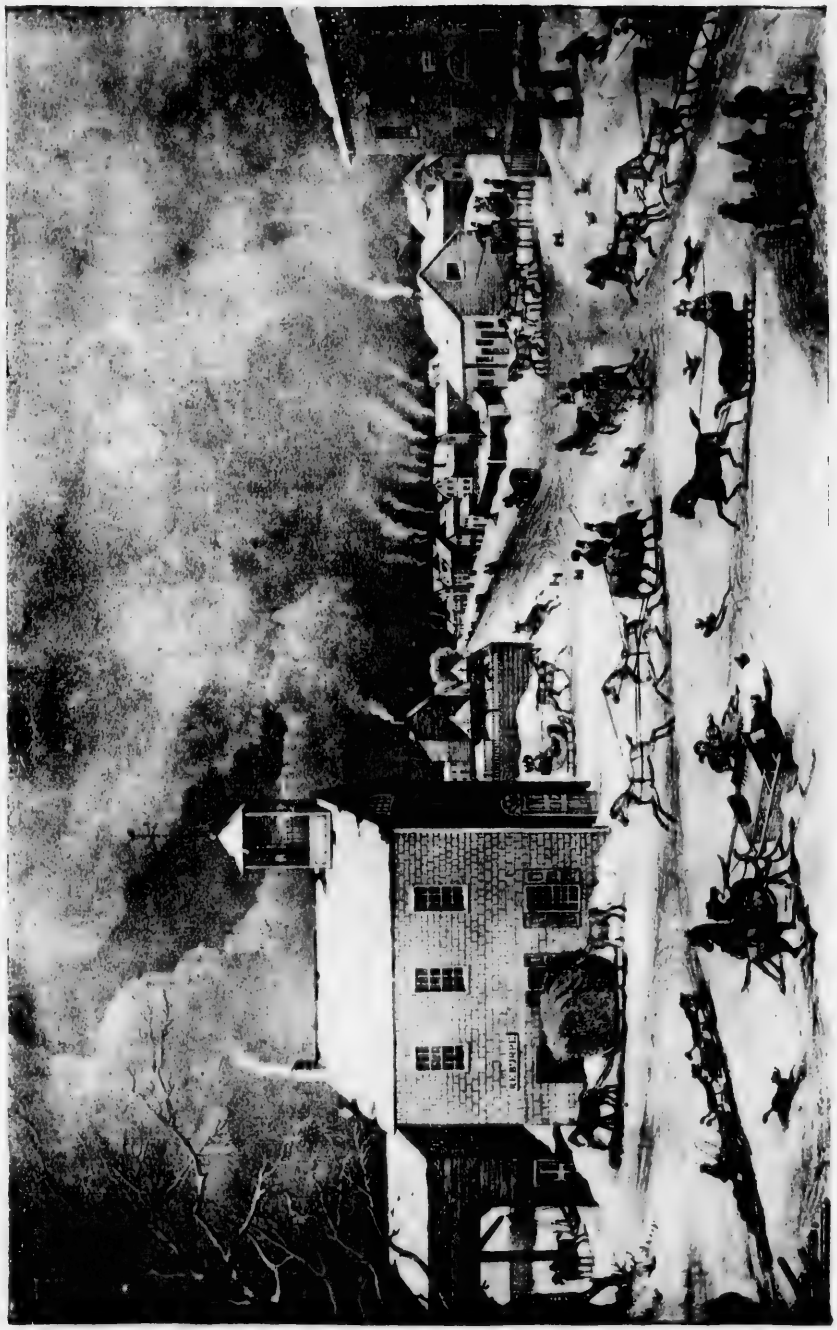

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HORSE NAILS AND HORSE SHOES.

FREDERICTON, N. B.

PARLIAMENTARY BUILDINGS, FREDERICTON, N. B.

FREDERICTON, N. B.

IN the nicknames which somehow fix themselves upon cities as upon persons, there is usually a significance worth enquiring into. We have the "Queen City," the "Royal City," the "Limestone City," the "Ambitious City," the "Windy City," and many more thus lightly and effectively labeled. And when folks, not so fortunate as to call themselves her sons, dubbed Fredericton the "Celestial City," a true and merited tribute was mingled with the jeer. A little envy, a little malice, and much admiration, combined to suggest the sobriquet But the citizens accepted the term as one pre-eminently apt; and now a Frederictonian anywhere will answer to the name "Celestial" as modestly and promptly as a St. John man will respond to the call for a corkscrew.

With every attraction to allure the summer traveller, Fredericton has not yet been really discovered by the tourist, and is therefore still unhackneyed. She has beauty within herself and in her environments. She has the best of modern comforts in her hotels. She has a clear sky and a tonic climate. And she is easily accessible. But because she has sat long aloof, Narcissus-like,

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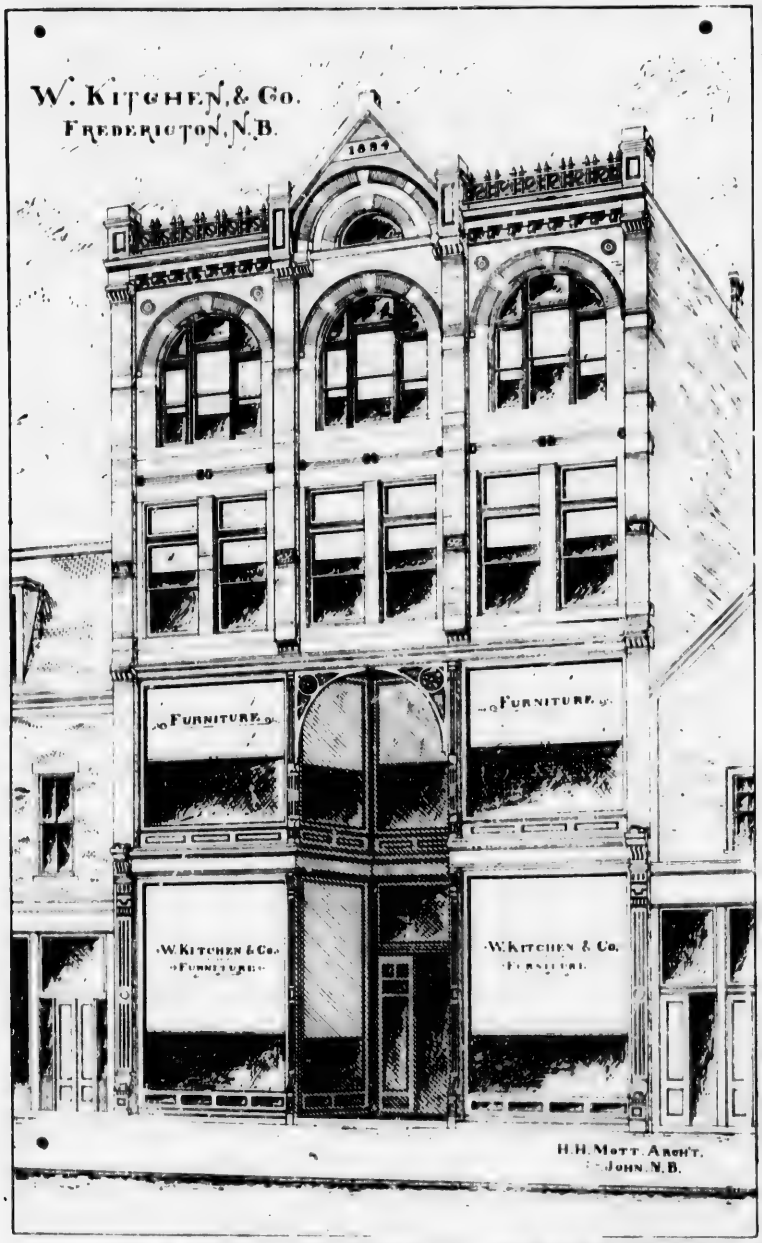

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Visitors to the City will find it to their advantage to give us a call.

C. H. THOMAS & CO.

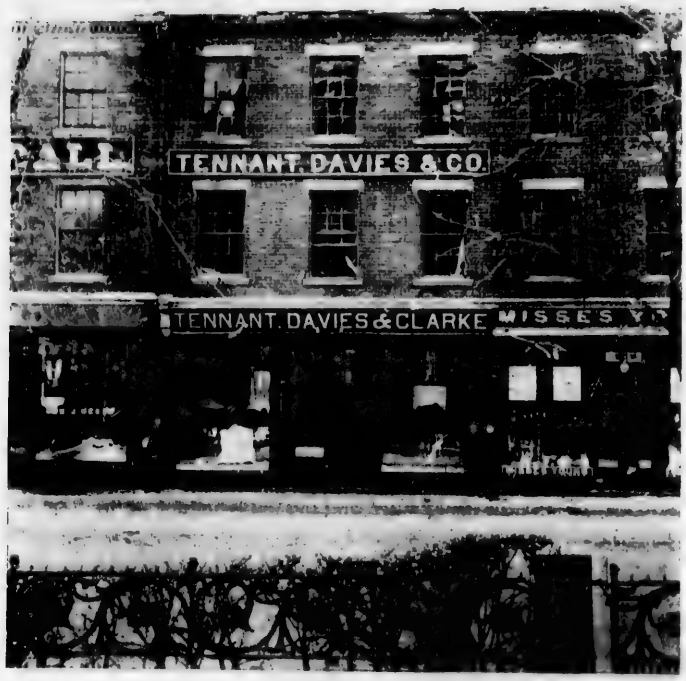
QUEEN STREET, FREDERICTON, N. B.

admiring her own image in her splendid threshold water, and too loftily indifferent to proclaim her merits to the world, travel has gone blindly past her gates.

Fredericton lies on a point of deep-soiled intervale, eighty-four miles above the mouth of the river St John. About her the great river draws a broad and gleaming crescent. Behind her rises a rampart of wooded hills. Opposite to her wharves flow, in two lovely tributary streams, the Nashwaak and the Nashwaaksis, offering ceaseless enticement to the lovers of birch and paddle. And into the Nashwaak itself, just above the bridge that spans its mouth, empties a lilied, slow-winding, greenly shaded brook, dear to those who go canoeing, just two in a canoe. This is fitly known as "Lovers' Creek." The main river, half a mile in width opposite the city, and so deep as to admit commodious steamers and deeply laden schooners to the wharves, is propitious to picnic parties. It has no violent currants to demoralize the inexperienced boatman. It is not subject to squalls. And its banks and islands offer many a green retreat. A little above the city, the river is thickly sown with islands, level and grassy, enringed with trees, and holding out the most tempting of invitations to all who would go camping.

In the days when New Brunswick was a part of Old Acadie, and the flag of the Fluer-de-Lys commanded her allegiance, and down the fair St. John came the canoes of the Melicites, laden with beaver skins, to trade with the gentlemen adventurers of France, in those days the site of Fredericton was called St. Anne's Point, and a little Acadian village occupied the fertile meadow

TENNANT, DAVIES & CLARKE.



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FREDERICTON, N. B.

GOVERNMENT BUILDING, FREDERICTON, N. B.

Right opposite, at the Nashwaak's mouth, stood a fort of some importance. When Villebon flew his pennon there, the little Nashwaak fort eclipsed the long established glory of Port Royal; for Villebon was governor of all Acadie, and here was the seat of his jurisdiction. Port Royal had proved sadly open to the visitation of New England armaments; and it was in a retiring mood that Villebon shifted his capital to the Nashwaak. Even here his enemies pursued him. Old Ben Church, the scourge of Acadie, led a fleet of New England vessels up the river, but found the Nashwaak guns too many for him. The invaders had little to boast of in that bout, and drew off ingloriously. Villebon's choice of a capital had been justified, under the test of the sword. When, generations later, the Loyalist imigrants built St. John and made New Brunswick a province, Governor Carleton must have had in mind the experience of his ancient predecessor, for he, too, fixed his capital at St. Anne's Point, for security against New England raiders. These same raiders, beneficently metamorphosed into summer tourists, and their muskets diminished into kodaks, we no longer desire to avoid. Rather do we, by the exercise of our most subtle blandishments, bestir ourselves to invite their approach. It is a gentle and a generous revenge, too, when the descendants of the Loyalist exiles, show to the sons of those who exiled them, the fairness of the land that took them in.

Fredericton is a city of marked individuality. Intelectually and socially, she wields an influence out of all proportion to her size. Some explanation of this is perhaps to be found in the fact that few cities of her size possess so many of the things that make for distinction. It is just the case

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of "much leaven in a little measure of meal." She is the provincial capital, the cathedral city of the diocese; the military centre of the province, the seat of the supreme judiciary, of the provincial university, and of the Normal School. And all this, with a population of barely eight thousand souls.

The very best view of Fredericton may be had from the roof of the university building, which stands on a hillside terrace back of the city. The building itself is a dignified but unpretentious structure of gray stone, whose halls have sent forth some distinguished sons. From the cupola windows one looks out over the billowy green tops of the college woods, the spreading beeches and maples of Victoria Park, to the spires of the city piercing the elm tops half a mile away. Beyond the blue sweep of the river, crossed by its many spanned bridges, lie the white villages of Gibson and St. Mary's. Yet further, cleaving the rim of the basin, as it were, winds the vale of the Nashwaak, with a snow white church and a great red factory rising from the green to mark the little town of Marysville, whence Alexander Gibson, the lumber, cotton and railway king of the province, wields a beneficent sway. Far down to the right, lie the open reaches of the great river, dotted with the sails of woodboats. Here and there puffs a laboring tug, towing an acre or two of dark rafts, or a gang of scows piled high with yellow deals. On all sides is evidence that Fredericton is a centre of the lumber industry. The river is dotted with the piers of the Boom Company. Rafts or floating logs, or sawed lumber are always in sight. Across at the Nashwaak mouth there is sure to be a phalanx of yellow rafts, fresh from Gibson's saws. On the outskirts of the city, above and below, the smoke of tall chimneys proclaim the toil of busy

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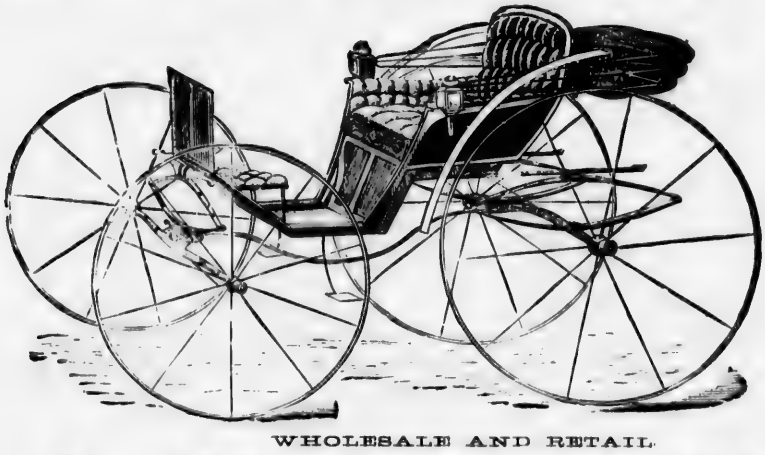

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J. CLARK & SON,

FREDERICTON, N. B.

HIGHWAY BRIDGE, FREDERICTON, N. B.

mills, whose shrill screaming saws, however, cannot make themselves heard at this distance. The scene is one that fills the eye with gracious color and harmonious composition. In the autumn, when the trees flame out with amber and scarlet, and aerial purple, when the air swims with a faint violet haze, then the picture is one that neither the painter's brush nor the poet's pen can do more than dimly suggest.

Having thus, from the university roof, taken in what Whitman would call "the ensemble" of Fredericton, the visitor is in a position to explore the city streets. This, of course, is not an arduous task. There are few houses that attract attention by their stateliness; but the general impression is one of quiet prosperity and self-respecting ease. The chief charm everywhere is the over-arching of the elms, which grow here to a towering stature. The most effective public building, incontestably, is the Cathedral, occupying a well treed square, close to the river bank. Though small, as cathedrals go, and plain to austerity, it is one of the most perfect specimens of pure gothic architecture in North America. The spire contains a peal of eight bells, whose chimes, as they thrill the clear air across the tree-tops, are never to be forgotten. Of the other churches, the most striking are the new buildings erected by the Presbyterians and the Baptists, the one of grey and the other of purple sandstone, both excellent in design, and the quaint little Parish Church at the upper end of the town, which is built after an old English design, in dark stone, with stained glass windows, and carries a triple chime in its belfry.

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FREDERICTON, - - - N. B.

RAILWAY BRIDGE, FREDERICTON, N. B.

One block above the Cathedral stands the Parliament House, a modern structure of freestone on gray granite foundation. It is not without dignity in outline, but its effect is marred by the insufficient circumference of its dome. A few feet added, to that would have made the building architecturally distinguished.

From Parliament Square up along the river-side runs the main business thoroughfare of the city, Queen street. It is a curious street, in some respects. One side is given over entirely to business, and is lined with good stores, hotels, banks, and offices. The other side is held by a few buildings, set amid lawns and trees, affording pleasant glimpses of the river, the bridges, and the steamers at their wharves. On this side is the old brick court house. A little higher comes the officers' barracks, in a spacious square, guarded by two small cannon, and gay with the devotees of lawn tennis. Next comes the post office, in an open square. Then the severe gray pile of the barracks of the Infantry School Corps, where the men drill, behind high walls, that the glint of their scarlet may not bedazzle the passing demoiselles. Beyond the barracks is the handsome red brick structure of the Normal School, in another open square. Then rise the uncompromising lines of the City Hall, frowning down upon the fountain that graces its front. From this point onward, Queen street devotes itself exclusively to business, till it comes to an end at the city waterworks.

At the upper end of the city is Victoria Hospital; and beyond that we see the stately old stone mansion of Government House, now standing vacant, while His Honor goes whither he

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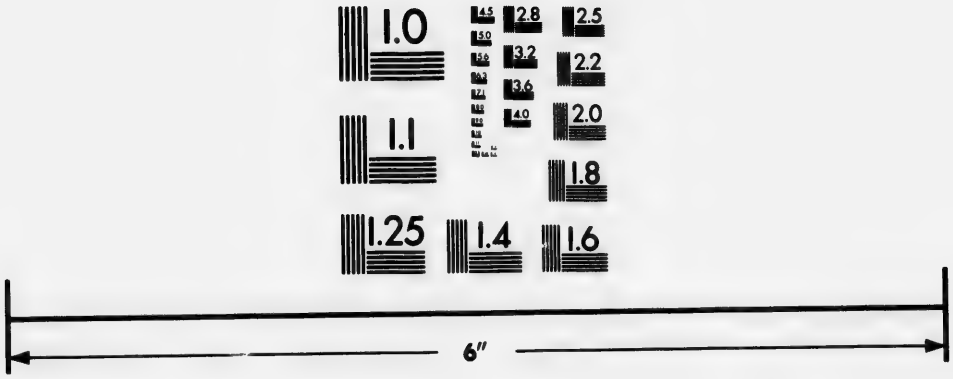

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Fine Foot WEAR,

178 Queen Street,

FREDERICTON, N. B.

AGENCY FOR "SLATER SHOES."

CANOE SCENE.

will. Opposite Government House is Wilmot Park, a beautiful property which the city owes to the munifence of the late Edward Wilmot. Victoria Park, already mentioned, is another generous evidence of Mr. Wilmot's love for Fredericton.

The favorite residential portion of the city is that known as "Down Town," within clear call of the Cathedral bells. Here are most of the handsome houses and well-kept grounds. Below the Cathedral, where the street runs close to the water's edge, where the bank is lined with willows, where rafts tie up at night along the shore, and where the houses all look out across the river, there stands a dwelling which should be dear to many American hearts. The author of "Daddy Darwin's Dovecote," "Log-lie-by-the-Fire," and "The Story of a Short Life" wins no more loving admiration than that of her American readers. This plain brown house, with the bow windows and the river view, is full of memories of Julian Horatia Ewing, who lived here while her husband, a major in an English regiment, was stationed at Fredericton.

Of a very different interest to American visitors is the memory of another sojourner at Fredericton. It is a lurid light that keeps bright the name of Benedict Arnold, great general and great traitor. A few hundred yards below Mrs. Ewing's home is the field where once stood Arnold's house. Close by runs a narrow creek, at whose mouth he built and launched small vessels for the river trade.

The roads around Fredericton, on both sides of the river, are good enough to tempt both horsemen and wheelmen; and they open up much beautiful landscape. Livery charges are

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Silks, Velvets, Plushes, Ribbons, Laces, Gloves, Dress Goods and Trimmings, Jerseys, Mantels, Ladies' and Gents' Cloths, Boys' Clothing, Carpets, Oil Cloths, House Furnishings, Trunks, Valises, Ladies', Gents' and Boys' Waterproof Garments, Window Curtains and Poles.

Spring Roller Blinds Cut and Made to Order. Lumbermen's Camp Supplies. Snow Shoes and Moccasins.

FRED. B. EDGECOMBE,

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Queen Street, FREDERICTON, N. B.

extremely moderate, and there are facilities for the hiring of bicycles, so that the cyclist who has been separated from his or her wheel, need, by no means, go uncomforted. It is good driving or wheeling up along the Nashwaak to Marysville, where the great cotton mill and saw-mills may be visited. A longer expedition may be made by following up the main river, on the Fredericton side, through the Village of Kingsclear to Lunt's ferry, then crossing, and returning by the eastern shore and the St. Mary's bridge. The roads are good all the way, and the scenery enchanting. Another trip well worth making, is down the river to Glasier's, to inspect the picturesque work of the lumbermen in taking the loose logs out of the booms and making them up into rafts for St. John.

The sportsman, whether he follow rod or gun, will find Fredericton an excellent centre from which to work. For the great salmon waters of the Tobique or the Miramichi, expeditions may best be organized at Fredericton, where competent guides are available. Trout waters, well-stocked and not over-fished, lie about in all directions, at distances varying from ten to ten times as many miles, for the whole country is a net-work of water-courses. Most of those waters are easily accessible by rail, for railways run out of Fredericton in all the directions which a sportsman is most likely to think of taking For those who care for small brook-trout, and plenty of them, there are pleasant drives to the 'Gornish, or the Tay, or Hansen's Mill Stream. to Burpee's or Noonan's Brook, or up the Nashwaaksis, with every chance of a well-filled basket. Most of these waters are broad and open, with good room to throw a fly. By going further afield, and indulging in a few days of canoeing and camping, one gets to the famous trout-waters of the Tobique, the Squatooks, Green River, or the innumerable branches of the great Miramichi system.

In the neighborhood of Fredericton there are a few good cock-and-snipe covers, and partridges, in favorable years, are abundant. The most alluring game, however, is the red deer, which is once more becoming numerous in our New Brunswick forests. During the past year they have

LITTLE JACK AFTER KILLING HIS FIRST SALMON.

been shot in the door-yards of farmers, not five miles from the city. Go a little deeper into the wild heart of the woods, and bears, lynxes, and wild-cats will be discovered by the experienced guide. And in the high plateaus of the northern section of the province, one may, with some hope of success, follow the chase of our noblest game, the stately and generous moose. During moonlight nights of October is the time for "moose calling," which is the most exciting way to hunt this superb animal.

The traveller who is concerned for his accustomed comfort, his little luxuries, need have no misgivings about visiting Fredericton. There are good, private boarding houses, where one may sojourn pleasantly and comfortably at an extremely modest price. The two leading hotels of the city, the Barker House and the Queen, are excellent, both attractively situated, thoroughly up to date in equipment and service, and each secure in the reputation of setting a table that keeps its guests good-humored. Perhaps the best tribute that can be paid to them is a statement of the observed fact that whichever of the two a traveller goes to first, that one he sticks to. Each has its loyal clientele. There are other excellent hotels, such as the Waverley, Lorne and City.

When a place is worth visiting, there is satisfaction in finding that it is not hard to get at. Even Boston is not so far from the "Celestial City" as some would have us suppose? In summer months one may take the eastern express from Boston in the morning, and reach Fredericton at a reasonable hour in the evening. The evening train from Boston, or the evening train from Montreal, lands one in Fredericton at a good hour for lunch. From St. John there are several trains each day; there are trains also from Woodstock and St. Stephen. Besides the service of the Canadian Pacific Railway from all the points mentioned, there are two trains a day over the Canada Eastern, which runs through the Nashwaak and the Miramichi valleys, and connects Fredericton with the Intercolonial at Newcastle. This is a route whose possibilities have not yet been sufficiently unfolded to the tourist and the sportsman. It offers delightful facilities for attractive round trips. But there is one round trip which is an imperious necessity for all who visit Fredericton. If you come to Fredericton by rail, leave by the river boat. It is better to come by rail and go by boat, than to come by boat and go by rail, because it is, as a rule, pleasanter travelling with the currant than against it. But no one can be said to have properly

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MOULDINGS,

Flooring and Sheathing.

CHURCH AND SCHOOL FURNITURE,

Mill Planing, Turning and Jig Sawing

DONE TO ORDER.

seen Fredericton who has not "done" the eighty-four miles of exquisite and varied river scenery outstretched between the city and the sea.

The principal business and professional men are: Nelson Campbell, boots and shoes; W. H. Carten, druggist; C. Fred Chestnut, druggist R. Chestnut & Sons, hardware; J. Clark & Son, carriages, agricultural implements, etc.; Dever Bros., dry goods; Fred B. Edgecombe, dry goods; Kitchen & Shea, tinsmiths, plumbers stores, etc.; Willard Kitchen & Co., furniture, etc.; Lemont & Sons, furniture, glassware, porcelains (of all kinds), and curiosities; McFarlane, Thompson & Anderson, iron founders, etc.; Frank I. Morrison, insurance agent; F. W. Murray & Co., stationers; James E. Neil, hardware; J. Palmer, tannery and leather manufacturer; J. C Risteen & Co., sash and door factory; Henry Rutter, harness-maker; Tennant, Davies & Clarke, dry goods; C. H. Thomas & Co., Oak Hall, gent's furnishings and clothing; Jno J. Weddall, dry goods; G. T. Whelpley, groceries, etc.; Black, Bliss & Nealis, barristers-at-law; George Black, barrister-at-law; C. E. Duffy, barrister-at-law; George F. & A. J Gregory, barristers-at-law; James N. McCready, barrister-at law; H, F. McLeod, barrister-at-law; H. B. Ransford, barrister-at law; James T. Sharkey, barrister-at-law; Arthur R. Slipp, barrister-at-law; W. Vanwart, barrister-at law; George L. Wilson, barrister-at-law; Wm. Wilson, barrister-at-law. The principal hotels to stop at are: Barker House, F. B. Coleman, proprietor; Queen Hotel, J. A. Edwards, proprietor; Waverley Hotel, J. B Grieves, proprietor; Lorne Hotel, Edward Quinn, proprietor; City Hotel, Mrs. C. Parsons, proprietress.

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Physicians' Prescriptions Carefully Compounded.

Pure Drugs and Medicines, Toilet Articles, Soaps, Brushes and Perfumery, Choice Havana Cigars, Pipes, Tobaccos, etc.

BRIDGE AT HAMPTON, N. B.

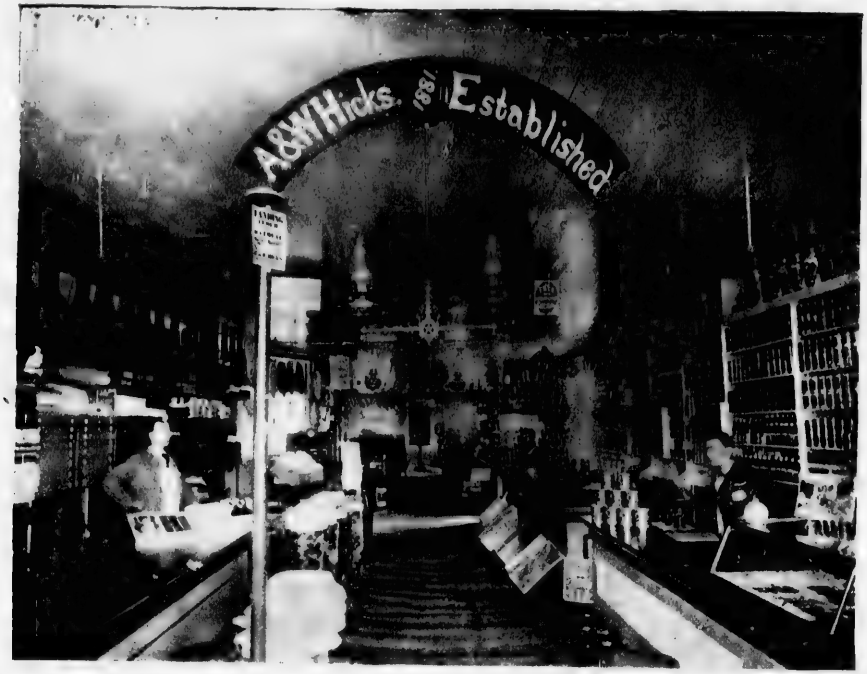
HAMPTON, N. B.

HAMPTON, 22 miles from St. John by the Intercolonial Railway, is composed of two villages, called Hampton Village and Hampton Station. The former on the bank of the Kennebecasis River, is in a most desirable location, with excellent facilities for boating, bathing, fishing and shooting. The same remark is equally applicable to Hampton Station, situated on the line of the Intercolonial. The drives are numerous and attractive.

Within easy reach are the Kingston Lakes, teeming with trout of the most gamey nature. Darling Lake, a mile from either place, furnishes ample opportunity for yachting, rowing and bathing. English snipe, woodcock and partridge are plentiful, in season ; while in the numerous creeks and ponds are to be found black duck and teal in great numbers.

Two lakes, within easy reach, are stocked with pickeral and furnish good sport for the lovers of that fish.

Estimates given on all kinds of Printing. The Sun Printing Company, Lt'd, St John, N. B.



HAMPTON AND HAMPTON STATION, N. B.

The Hampton and St. Martins Railway Co.

HAMPTON TO ST. MARTINS, 30 MILES.

CONNECTION.—At Hampton on the Intercolonial Railway, 22 miles from St. John. Connection made with I. C. R. Express Trains according to current Time Tables and advertisements in St. John papers.

GENERAL INFORMATION.

St. Martins is a pretty village situated on the Bay of Fundy coast; it has a picturesque site and pretty drives. There is abundant sport in fishing the numerous lakes in the vicinity of the town and the neighboring streams. There are two good hotels in the village. There is an excellent beach, and the bathing facilities are well known throughout the Province. The place is well worth a visit. Telephone communication with Hampton and also with St. John.

BIRD'S EYE VIEW HAMPTON, N. B.

The southern division of the Central Railway here connects with the Intercolonial and running to St. Martins, a distance of 29 miles, furnishes an easy method of access to the numerous bay shore lakes, which are famous for good sport. Deer are quite plentiful on the high ground lying between the Kennebecasis River and Bellisle Bay.

The steamer Clifton, Captain R. G. Earle, plies between St. John and Hampton, and visitors much enjoy a trip over this route, as the scenery is of a very high order.

A line of hacks running between the two villages connects with every express train.

The hotels are the Vendome and Leonard, at the station, and Clark's, at the village, and they are famous for their attention to their guests. There are also a number of pleasantly situated and well equipped summer boarding houses, where visitors can be accommodated on reasonable terms.

The air in Hampton is very salubrious and many visitors avail themselves of its excellence every year.

A public square and park has been laid out at Hampton Station, and is being put into good condition.

Secret societies are here represented by the Masons, Foresters and Orangemen; all of which are in a flourishing condition.

BEST OF WORK. LOWEST PRICES.

KINGS COUNTY NEWS.

HAMPTON, N. B.

PUBLISHED WEEKLY AT $1.00 PER ANNUM.

Unsurpassed as an Advertising medium for the Western End of the Province.

BOOK, CARD and JOB PRINTING Promptly Executed.
SATISFACTION GUARANTEED.

The churches are, at the Station: Episcopal, Roman Catholic, Methodist, and Baptist; at the Village: Baptist, Presbyterian and Episcopal.

Hampton is the county town of Kings County, and the public buildings are an ornament to the place.

Altogether Hampton is a very desirable spot to visit, whether the stranger seeks sport scenery or ease.

The Kings County News is a bright and newsy paper, and is published by Mr. C. Spooner.

The Central Railway and Moncton & Buctouche Railway have their offices here as also for the branch line running from Hampton to St. Martins.

The principal merchants are: A & W. Hicks, general dealer:

The Central Railway Company.

NORTON TO CHIPMAN, 45 MILES.

CONNECTION.—At Norton with the Intercolonial Railway, 33 miles from St. John. Connection is made with the I. C. R. Express Trains according to current Time Tables and advertisements in St. John papers.

GENERAL INFORMATION.

There is first rate shooting on the marshes of the Washdemoak and Salmon Rivers, as geese and ducks are very plentiful in these localities. There are abundant partridge within easy hunting distance of any of the villages along the line. Moose and Caribou are very plentiful on the Coal Creek Stream, about 6 miles from Chipman. Caribou are also plentiful on the Northern tracks of the Salmon River. There are two or three good guides for the Coal Creek district, who can readily be obtained by enquiry at Chipman. There are also several at Newcastle, about 10 miles below Chipman on the Salmon River. There is a good hotel in Chipman.

BRIDGE, NORTON, N. B.

NORTON, N. B.

NORTON STATION is situated on the Intercolonial Railway and the Kennebecasis River. Population about 250. Eight passenger trains, carrying five mails, pass to and from St. John daily. Terminus of the Central Railway, runing to Chipman, and passing through a beautiful section of country, is here.

Telephone system connecting all points east as far as Amherst, and west as far as Fredericton and a branch connecting all points as far as Chipman.

Three churches, with the prospects of a fourth, with a parsonage, being erected during the summer. Four general stores, the leading one being that of E. L. Perkins, near the station ; two hotels, one restaurant, with several private boarding houses

There is a fine site for a wood-working factory, lumber being easily obtained and in great abundance. During the summer the work of erecting the County Alms House will be going on.

MAIN STREET, NORTON, N. B.

In the season plenty of game, such as deer, rabbits, partridge, woodcock, etc. In the Kennebecasis are salmon, shad and herring, and in the smaller streams some fine trout A short drive will take you to some capital trout lakes.

The scenery of the surrounding country is very picturesque; about one and a quarter miles from the station is the noted Dickie's Mountain (so called).

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PRICES LOW. TERMS CASH.

NORTON STATION, Kings County, N. B.

TRAMWAY TO MINE, HILLSBOROUGH, N. B.

HILLSBOROUGH, N. B.

HILLSBOROUGH, on the Petitcodiac River, midway between Salisbury and Albert, on the line of the Salisbury and Harvey Railway. From first of June till first of October is one of the most delightful rural nooks in New Brunswick. The mean temperature in July and August in the day is about 75 , and, at night, drops to 60 . There are two Hotels, where tourists guests are made comfortable and well cared for ; accommodation may be had with private families if desired. There are many picturesque and delightful rural spots that can be visited in the vicinity, as well as points of much interest The "Rocks," where the swift and rushing tides of the noted Bay of Fundy, may be seen, and the under ground Lake on Demoiselle Creek, surrounded by a deposit of snow white gypsum. Near this is the worked-out "Albertite" coal mine, while it yielded its treasures it was the most celebrated mine in the world, bringing the highest price and making more gas per ton than any other coal yet discovered. A part of the operating machinery is still to be seen, with the miners' cottages surrounding it, and the manager's fine dwelling on an eminence overlooking the whole, make it a point of interest, and well worth a visit by the tourist. The Albert Manufacturing Company's extensive works for generating and calcining gypsum are in the village. The deposits are three and a half miles distant, connected by a tramway, operated by horses. A visit to these quarries, and inspection of the works, will be found of much interest.

Salisbury & Harvey Railway.

... *CONNECTS WITH* ...

Intercolonial Railway at Salisbury Junction

Leaving there on arrival of Morning Express from St. John.

IT RUNS THROUGH the finest scenery to be found in Albert County, which is world wide known for its great mining interests, besides many other products. It passes through the **Town of Hillsboro,** "where the great plaster mills and quarries are" besides being one of the prettiest places to be found in New Brunswick. Also runs along **"The Famous Shepody Bay"** and only a short distance to the **"The Famous Rocks"** on the Petitcodiac River; thence passing along through **The Great Marsh Lands** and other very pretty villages to its terminus Albert, which is a very pretty town. There are beautiful drives all through the County and the tourist visiting this part of New Brunswick does not want to miss the nice fishing sports that can be had.

BIRD'S EYE VIEW HILLSBOROUGH, N. B.

On the road leading to Dawson Settlement, five miles distant, a rich deposit of manganese is now being developed by a New York Company. There are good roads leading in every direction The scenery is magnificent in many places. The streams are numerous and well filled with brook-trout. The air is pure and invigorating. Those seeking rest and quiet from the turmoil of city life will find Hillsborough a desirable retreat

The principal hotels to stop at are: The Bay View Hotel, A. Steeves, Proprietor, and Ward's Hotel, J. T. Ward, Proprietor.

The principal merchants are: The Albert Manufacturing Co., manufacturers of rock wall plaster, etc.; B A. Marven, druggist and physician; G. D. Steeves, general dealer. The Salisbury and Albert Railway have their headquarters here.

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..... DEALER IN .....

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OF ALL KINDS TO MEET THE REQUIREMENTS
OF A FIRST CLASS COUNTRY TRADE.

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PART OF MONCTON, N. B., FROM ALMA STREET.

MONCTON, N. B.

THE City of Moncton, on the I C. R., 90 miles from St. John, with a population of nearly ten thousand, is one of the most progressive towns in the provinces. It is a railway centre, a shipping port, a manufacturing and distributing centre, and the market place of a wide area of rich agricultural country. Its growth has been rapid, and is continuous. Not only is the town growing, but the suburban places around it are increasing in population. Moncton is the official headquarters of the Intercolonial Railway, the great government railway system of Canada. The general offices are here, also extensive car and engine building and repair shops, employing a small army of workmen. During the present year a splendid new depot, worthy of the growing city, is in course of erection. The Moncton and Buctouche Railway also has its offices here. Moncton is also a shipping port, where schooners come up the Petitcodiac River from the Bay of Fundy with merchandise, or for cargoes of wood, lumber or tanbark. Large vessels can readily come up when the tide serves, and an elaborate system of harbor works, including extensive wet docks, has been drawn up, and will some day be carried to completion. Moncton has also important manufacturing industries. There is a large cotton mill, employing over 200 persons. A large sugar refinery was recently destroyed by fire, but will no doubt be rebuilt in a very short time. There is a foundry, which has a branch office in the City of Montreal. There are other foundries and machine shops, flour mill, wood-working and carriage factories, and a large number of smaller industries. Moncton is an admirable distributing centre, being centrally situated as regards the extremes of three provinces; and it has enterprising wholesale merchants in dry goods, groceries and hardware.

This Guide Book was printed by The Sun Printing Company, Ltd., St. John, N. B

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OF CANADA.

"The People's Railway."

Standard Built and Equipped.
Careful and Polite Attendants.

The Fast and Scenic Route for Canadian and United States Travel.

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The Intercolonial Railway of Canada—Fast Express Trains between Montreal, Quebec, St. John, Halifax and Sydney, C. B., making connections for points in Prince Edward Island. The fashionable route for Canadian and United States Summer Travel.

A Perfect Train Service.—No other route in America presents to tourists, pleasure seekers and invalids so many unrivalled attractions. Pure air, splendid sea-bathing, and a perfect panorama of delightful views. Sportsmen will find the Rivers, Lakes and Woods along the Intercolonial unequalled.

SAFETY, SPEED AND COMFORT.

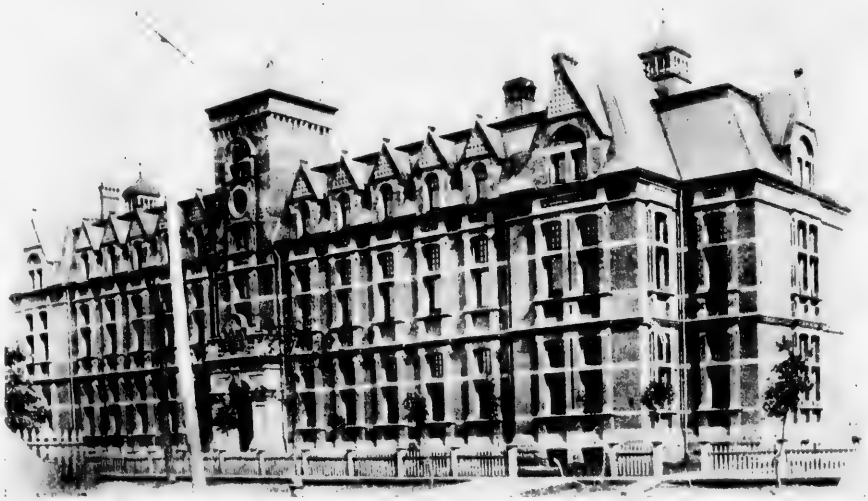
Tickets for sale at all the principal ticket offices of the Grand Trunk and Canadian and Pacific railways; at Windsor Hotel ticket office, Montreal; Union ticket office, 138 St. James Street, Montreal; Chateau Frontenac, Quebec, and at the office of the railway, 93 York Street, Rossin House Block, where illustrated Guide Books with maps and hotel lists, also Time Tables, showing rail and steamboat connections, can be had on application to

N. WEATHERSTON, W. F. & P. A., 93 York Street, Rossin House Block, Toronto, Ont.

G. W. ROBINSON, E. F. & P. A., 138 St. James Street, Montreal, P. Q.

JNO. M. LYONS,
Gen. Passenger Agent, Moncton, N. B.

D. POTTINGER,
General Manager, Moncton, N. B



I. C. RAILWAY GENERAL OFFICES, MONCTON, N. B.

A fact that means much for the future of Moncton is its proximity to the Nova Scotia coal fields. Coal can be laid down there for a mere trifle, say 25 cents per ton freight. With power so cheap, and its excellent facilities for distribution by rail and water, the town must become a notable centre of manufacture. The town has an excellent water supply and sewerage system, electric lighting system, gas, electric street railway, and all the evidences of modern progress. There are some 25 or 30 miles of streets.

As to public buildings, there is a city hall, which also contains, on the ground floor, the produce market, and on an upper floor a handsome opera house that will seat 900 persons. The post office and customs building is a handsome structure. The town is proud of its schools, and the Victoria school building, having in itself ten departments, is a very fine one, with an admirable location. The railway general offices occupy a fine row of handsome buildings. The Y. M. C. A. have quarters in a splendid block of grey stone, and a number of other buildings of grey or red sandstone lend impressiveness to the principal business street. There are numerous churches, representing over half a dozen different denominations, and several of these buildings are of imposing architecture. Several banks have agencies in Moncton. The handsome stores on Main street would not discredit a much larger town. The sidewalks, some of asphalt and some covered with hard packed cinder, which makes an excellent bed for asphalt, are clean and well kept. There are no hills in the town itself. Some of the older streets are lined with shade trees, and the newer ones have had young trees planted along their borders, while the love of flowers appears to be a characteristic of the people. There are numerous very pretty private residences, some of them embowered amid beautiful trees and flowers. A bridge 1600 feet long connects the town

The Only All-Rail Route between the Cities of St. John and Halifax.

Starting at St. John the Intercolonial Railway passes through a fertile valley until it reaches Torryburn, where the traveller comes in sight of the beautiful Kennebecasis River, of which a writer has said: "The Kennebecasis opens out into a deep and wide (some parts two miles wide) estuary of the River St. John, with both shores fringed with wooden uplands in which nestles many a pretty village." On its waters opposite Torryburn is the famous rowing course, the scene of grand acquatic contests. The summer climate and scenery about this beautiful water, like its boating and its bathing, cannot be surpassed. Following this lovely river the traveller reaches Rothesay, Kings County, on the opposite shore of which is the peculiar cliff called "The Minister's Face." Rothesay is a charming spot, with its handsome summer residences of many of the wealthy citizens of St. John. The ornamental trees and carefully arranged grounds are very pleasing to the eye, along with the hills on the distant shore rising up in picturesque beauty. Journeying on the traveller passes Darling's Lake and many charming villages, one of which is Hampton, the shiretown of Kings County, and a popular summer resort for the people of St John and other cities, and the Junction of the Central Railway of New Brunswick (Southern Division) for St. Martins. After Hampton is Norton, the Junction of the Central Railway of New Brunswick, (Northern Division), running northward through the coal regions at the head of Grand Lake. Sussex, Kings County, is soon reached, a lovely spot situated in the beautiful valley of the Kennebecasis, and possessing some of the most famous farms in New Brunswick, and nature has made all of this delightful part of the country fair to look upon. Sussex is rapidly increasing in importance, and should the traveller be interested in mining, he should visit the Manganese mines, ten miles from the town; and if one would like to see how the best table salt is obtained, the curiosity may be satisfied by visiting the Salt Springs; or if angling should be the weakness, fair trout fishing abounds in the territory; further, Sussex is noted for its springs of famous Mineral waters. From Sussex the route continues through various villages, which make a fine appearance, and give one an excellent impression. Petitcodiac, Westmorland County, a progressive town, and Junction with the Elgin, Petitcodiac and Havelock Railway for Elgin Corner and Havelock, passing through some of the finest farming territory in New Brunswick; and here we are again reminded of a famous Mineral water, known as "Havelock Water." Salisbury, Westmorland County, comes next, where connection is made with the Salisbury and Harvey Railway for Albert and Harvey, passing through Hillsborough. Continuing from Salisbury the traveller arrives at Moncton, Westmorland County, where the General Offices and workshops of the Intercolonial Railway are located. Moncton's streets are spacious and regular, and the private residences are of a taking design, and in many cases the grounds attatched thereto are arranged in an attractive manner. Moncton is situated on the head of the Petitcodiac river, and here is to be seen the great Bore or Tidal wave, passing along in its majesty, rising many feet. Moncton's industries include Sugar refinery, Cotton factory, Stove foundries, Grist, Cloth and Lumber mills, and following in the footsteps of Glasgow, Scotland, it owns the Gas, Water and Electric Light works. On to Painsec Junction, where connection is made for Prince Edward Island via Point du Chene and Summerside. Shediac, Westmorland County, is passed before reaching Point du Chene, and it is noted for its Oysters, and it is also one of the many pleasant summer resorts reached by the Intercolonial Railway, where visitors can enjoy themselves bathing, boating, angling and shooting. Point du Chene, Westmorland County, is two miles beyond Shediac, and is a deep water terminus and port of shipping, as well as the port of summer connection with Prince Edward Island. Returning to Painsec Junction, and continuing on east, the traveller finds the country becoming more settled and cultivated. Memramcook, Westmorland County, is a settlement largely composed of Acadian French. Dorchester, Westmorland County, has important Freestone quarries, and the Maritime Penitentiary. Sackville, Westmorland County, overlooking the great marshes and the Tantramar river, contains foundries and factories, and is the centre of a large agricultural region (40 square miles of fertile salt meadow reclaimed from the sea), and Junction with the New Brunswick and Prince Edward Island Railway for Cape Tormentine. Beyond Sackville is the Isthmus of Chignecto, connecting New Brunswick with Nova Scotia, and here is seen the Chignecto Ship Railway under construction. Amherst, Cumberland County, is an enterprising town with a rich agricultural country around it, and its Car works, foundries and factories bespeak prosperity. Maccan, Cumberland Co., Junction with the Joggins Railway for the Joggins Coal mines. Spring Hill Junction, Cumberland Co., connection is made with the Cumberland Railway and Coal Company for Spring Hill and Parrsboro. Spring Hill is a busy mining town. Coming back to Spring Hill Junction, the journey is continued through a fine country, of which the settlements seen from the car convey no proper idea. Oxford Junction, Cumberland Co., connection is made with the Oxford and Pictou branch. Continuing on the main line, Thomson, Greenville, Westchester and Wentworth, Cumberland Co., are noted for their lumbering industries. At about Wentworth the Railway begins to ascend the Cobequid mountains, the summit of which is at Folleigh Lake, 607 feet above the sea. The scenery from these mountains is very picturesque. Londonderry, Colchester Co., has the great Acadia Iron works three miles from the station. Continuing on we pass over the great Folleigh viaduct, 600 feet long and 82 feet high, and passing through a fine agricultural and lumbering country, Truro, Colchester Co., is reached, an attractive town with its spacious streets adorned with lawns, shade trees and flower gardens, and its pretty Joe Howe Park. It has foundries, factories and all that goes with an active and enterprising population. Truro is the Junction for Pictou and Sydney. Continuing on the main line through to Brookfield and Stewiacke, large tracts of rich intervale and upland are to be seen. Shubenacadie, Hants Co., is a busy village and the Junction for Maitland by stage coach. Milford, Elmsdale and Enfield is a farming country that is pleasing to the eye. At Windsor Junction connection is made for points on the Dominion Atlantic Railway, and with the branch line of the Intercolonial for Waverley and Dartmouth. Bedford, Halifax Co., on the main line, is at the head of the noble water called "Bedford Basin." The waters of Bedford Basin for bathing and boating cannot be surpassed; many Halifax people have summer residences along the shores of this beautiful basin, and the Railway skirting its shores, furnishes an enchanting panorama, passing Rockingham, four miles from Halifax, and on to the Narrows, where the traveller obtains a view of Halifax and its safe harbour.

STEAMSHIP .·. CONNECTIONS.

CANADIAN EUROPEAN MAIL AND PASSENGER ROUTE.

Close connections are made at Rimouski (weekly) with ROYAL MAIL STEAMERS of the ALLAN and DOMINION LINES to and from Liverpool, making the Shortest Ocean Passage between

AMERICA and EUROPE.

Passengers from New Brunswick, Nova Scotia and P. E. Island, for Great Britain or the Continent, taking Quebec Express leaving St. John and Halifax on Saturdays, will join outward Mail Steamers leaving Rimouski Sunday evening.

Passengers from Montreal or the West leaving Montreal by Mail Train, Sunday morning, will join outward Mail Steamer at Rimouski same evening. This Mail Train will stop at St. Charles Junction, Montmagny, L'Islet, Ste. Anne, St. Paschal, River du Loup, Cacouna, Trois Pistoles and Bic.

Fast Special Train leaves Rimouski on arrival of inward Mail Steamers with Passengers and Mails for Quebec, Montreal, Ottawa, Toronto, Western Canada and United States; and when regular trains do not connect for St. John and Halifax.

At Halifax (fortnightly) with ALLAN LINE Steamers to and from Newfoundland, Queenstown and Liverpool; with FURNESS LINE for London, and with Steamer for St. Pierre, Miq.

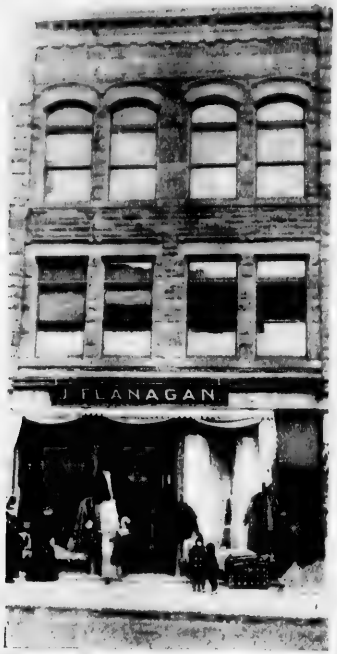
At Halifax with Steamers for Bermuda, Jamaica, St. Thomas, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbadoes, Trinidad and Demerara.

THROUGH TICKETS To All Principal Points in CANADA and the UNITED STATES can be obtained from Agents. (See I. C. R. Time Folder for List.)

THE BORE HEAD. (5 FT. 4 IN. HIGH) MONCTON, N. B.

with the Albert County shore of the river, where pleasant farms greet the eye, and where the drive in either direction along shore is very delightful. Moncton has two daily newspapers, one of the sure evidences of a wide-awake town. It has one of the finest athletic grounds to be found in the provinces, and a mile out is a race track, said to be the fastest half-mile track in the provinces.

While the visitor is interested in Moncton itself, and must, of course, see the "bore," which is fully described in a succeeding page, there are some very attractive drives in the outskirts of the



THE CENTRAL

Dry Goods Store.

WHOLESALE AND RETAIL.

THIS is the oldest Dry Goods firm in the City, being established March, 1871, and is now one of the most up to date fashionable dry goods stores in the city. Tourists may feel assured of receiving strict attention to their requirements. The newest fashions and best values in every line

AGENTS FOR STANDARD FASHIONS.

Telephone No. 156.

207 Main St., opposite Market.

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SOUVENIRS OF THE FAMOUS BORE

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LATEST NOVELS. *NEWSPAPERS, ETC., ETC.*

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Main Street, MONCTON, N. B.

J. H. HARRIS & CO.,

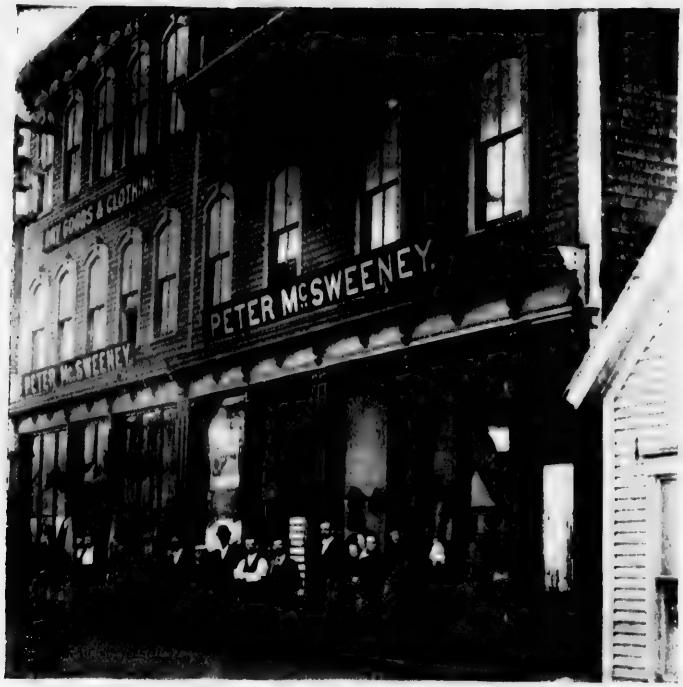
IMPORTERS and

Wholesale Grocers.

Main Street, - - MONCTON, N. B.

MAIN STREET, MONCTON, N. B.

town. Behind the town, and across a strip of marsh, where shipbuilding was once a great industry, we come to Sunny Brae, a lovely suburb, perched on a gentle slope. A little farther and Lewisville, an older settlement, is reached. Passing on, until a mile and a half from the town, the visitor comes to Humphrey's Mills, the centre of a very important industry, most picturesquely situated among the hills and on the shore of a lovely stream. Here are extensive woollen mills, and a little farther up a lumber mill This place is also on the line of the I. C. R. A drive from Moncton to Humphrey's Mills is a very pleasing experience, affording, at several points, magnificent views of the surrounding country. On this road, also, lies the entrance to the Rural Cemetery, a beautiful spot, attended with sedulous care. Returning from Humphrey's Mills to Lewisville, the visitor may turn to the left, and skirting the base of a gentle elevation for a mile or so, having on the right a fine view over the little valley to the town beyond, and, striking another road, may return to the town along the waterside; or, continuing on down shore a few miles, he gets a glorious view of the river and the Albert County shore on the right, while on the left, in fact on either side of the road traversed, are the quaint homes of the Acadian farmers who dwell along the shore at this spot. This place, with the farms narrow and the houses quite close together, is called French Village There are few drives to be found that afford a more varied and pleasing picture than this one from Moncton or Lewisville through French Village. Or, starting from Moncton in a direction diverging considerably from that toward Lewisville, if the visitor takes the Mountain



PETER McSWEENY,

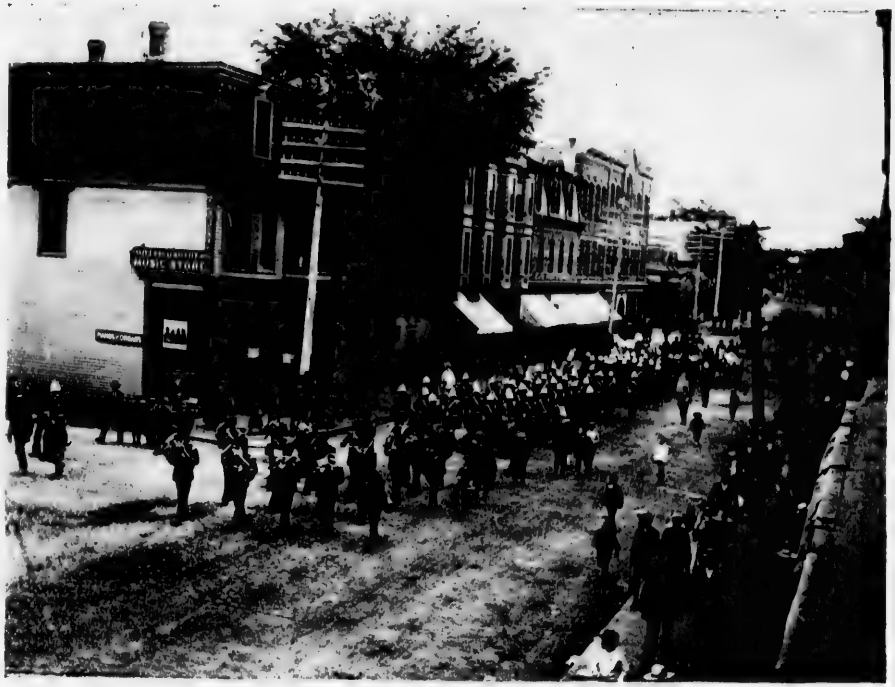
DIRECT IMPORTER OF

Dry Goods,
Room Paper,

CLOTHING and MILLINERY.

WHOLESALE AND RETAIL.

190, 192, 194, 196 Main Street, - MONCTON, N. B.



MAIN STREET, MONCTON, N. B.

road, a short drive brings him into the country, with all the attractions of a picturesque country region. There is still another pleasant drive up the valley of the Petitcodiac river, besides those already referred to on the Albert County side. The lakes, which are the source of Moncton's water supply, are also worth a visit. They are some three and a half miles distant. The Gorge, of which a view is given, is a most picturesque and charming spot, and a favorite resort for pleasure parties from Moncton. The "Rocks," away down the river, but a pleasant trip, is a place of wave-worn and tremendous cliffs, rising sometimes as a regular wall, sometimes as enormous boulders, 60 feet high, their sides bare and their summits covered with vegetation. A beautiful beach lies at their base, and the place is visited by numerous excursion parties. The Bay of Fundy, in its coasts and islands, presents some wonderful glimpses of bold and striking scenery, but, perhaps, nowhere along these shores appears more imposing evidence of the stupendous conflict of the elements in the far ages of geologic time.

A glance at the map shows the central location of Moncton. It is an easy run from this place to St John, to the Miramichi and north shore generally, to Prince Edward Island or to Nova Scotia Memramcook, with its college, and Sackville, with its university and other educational institutions, are but a few miles away.

At the time of writing Moncton citizens are undecided whether to signalise this sixtieth year of Queen Victoria's reign by founding a hospital or a public park in the town limits. That their

GEO. YOUNGER,

DEALER IN

Staple and Fancy DRY GOODS,

GLOVES and HOSIERY.

TERMS CASH.

Cor. Main and Lutz Sts., near I. C. R Crossing, - - MONCTON, N. B.

MONCTON BAKERY.

WILLIAM CHRISTIE,

Manufacturer of and Dealer in Bread, Cake, Pastry Confectionery, etc.

Main Street, - - MONCTON, N. B.

J. P. BREAU & CO.,

Wholesale and Retail Dealers In ***Boots, Shoes, Slippers and Rubbers.***

THE Leading Boot and Shoe Store of Moncton having the most complete stock of the finest footwear.

209 Main Street, Moncton, N. B.

CITY HALL AND MARKET, MONCTON, N. B.

loyal enthusiasm will take shape in a manner creditable to the town is assured.

With regard to its hotels, Moncton is in this, as in other respects, a modern town. It has several excellent hotels, notably the American and Brunswick, where visitors find a first class table and good general accommodation. Teams can be got, with comfortable carriages, for drives about the town and suburbs, while the citizens are always glad to greet visitors and give all the information possible.

Moncton has three banks for the convenience of its enterprising people, branches of the Bank of Nova Scotia, Merchants' Bank of Halifax, and Bank of Montreal.

THE "BORE" AT MONCTON.

The remarkable tidal bore of the Petitcodiac River, of which an illustration is given, is the most unique attraction Moncton offers to the tourist. Concerning the cause of this phenomenon, it is sufficient to say that the Atlantic tides, sweeping along the curving coast-line from Cape Cod, are met by the projecting peninsula of Nova Scotia and forced within the comparatively narrow limits of the Bay of Fundy, which almost entirely separates Nova Scotia from New Brunswick.

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ESTIMATES CHEERFULLY GIVEN FOR ALL KINDS OF WORK IN OUR LINE.

Best of Stock Used. Prices Reasonable.

MONCTON, N. B

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WHOLESALE . . . . .

Grocers and Commission Merchants.

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MONCTON CARPET AND FURNITURE COMPANY.

IMPORTERS AND DEALERS IN

Furniture, Carpets, Bedding and Upholstering Goods.

UPHOLSTERING AND WINDOW SHADES A SPECIALTY.

Nos. 114, 116 and 118 Main Street,

MONCTON, N. B.

Y. M. C. A. BUILDING, MONCTON, N. B.

With great volume and accelerating speed, at some points ten or twelve miles an hour, the tide rushes inward between the rock bound coasts on either side, fills the various smaller bays and inlets along its course, floods the low lying shores that fringe the marshes near its head-waters, and, where these are intersected by small streams, the now greatly compressed tidal wave becomes a rapidly advancing wall of foaming water. This wall or "bore" varies with the state of the tides from a small wave to a mass of water nearly ten feet high. Our illustration is from a photograph of the "bore" in the Petitcodiac River at Moncton. The town is situated at what is called the bend of the river, twenty-three miles from its outlet in Shepody Bay, an arm of the Bay of Fundy. The river forms, at Moncton, a complete elbow, and this point is the head of navigation. Of course vessels can only traverse it this far when the tide serves. At low tide, in midsummer, one might almost wade across at the place shown in our engraving, which is just beside the town ; but at flood tide large ships may float there in safety. Ships were formerly built here, and the first cargo of raw sugar for the Moncton refinery was brought in a large barque direct to the wharf beside the factory. A fleet of schooners traverses the river in the summer, and in old times vessels of two thousand tons were built and launched at Moncton.

To stand upon a wharf, looking out across a stretch of reddish-colored sand extending nearly a mile to the dyked shore opposite, your wharf elevated some forty feet or more above a very

THE GORGE, (FAMOUS FOR PICNICS), MONCTON, N. B.

THE MONCTON and BUCTOUCHE RAILWAY CO.

MONCTON TO BUCTOUCHE, 32 MILES.

CONNECTION—At Moncton with Intercolonial Railway Express trains from East, West and North, according to current Time Tables and advertisements in Moncton papers.

GENERAL INFORMATION.

Buctouche Village is very prettily situated on the Buctouche River in full view of Buctouche Harbor. It is quite a summer resort. Geese, Duck and Brant abound in Buctouche Bay and afford excellent sport. Buctouche is celebrated for its oysters. A few weeks can be passed very pleasantly in this village. There is a good hotel in Buctouche and telegraph communication with Moncton.

THE BORE (SHOWING RIVER BEND) MONCTON, N. B.

shallow, muddy stream, swiftly coursing along a comparatively narrow bed, which is sometimes close to the wharf, and sometimes diverted by the shifting sands to a channel farther out; to see presently, at a neighboring bend, a wall of water, it may be five or it may be nearly ten feet in height, rushing toward you at the rate of seven or eight miles an hour, its front a wreathing mass of foam; to see it sweep past, and to note almost instantly that the whole expanse from wharf to dike is covered with tossing, muddy waters, which gradually grow calmer, but continue to rise until a full rigged ship or ocean steamer, with cargo laden, might float beside your wharf — to have had this experience is to have witnessed the "bore" and the variation of the tide at Moncton.

The following business establishments are the principal ones to visit, viz: Peter McSweeney, dry goods, etc.; James Flanagan, dry goods, etc.; The Moncton Carpet and Furniture Co., Ltd; Geo. Younger, clothing and gent's furnishings; J. P. Breau, boots and shoes; W. B. Jones, books and stationery; J. H. Harris & Co., and F. P. Reid & Co., wholesale grocers; William Christie, baker; R. P. Kinnear, painter and art decorator. Among the leading barristers, are: R. A. Borden, Chandler & Robinson, Grant & Sweeney, R. A. Hewson, C. A. & S. W. Palmer.

BIRD'S EYE VIEW NEWCASTLE, N. B.

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Steam, House & Blacksmith's Coal.

U. S. Consular Agent, and Agent for the United States Cheque Bank Co.

CABLE ADDRESS: "CALL," MIRAMICHI. Use A. B. C. Code.

NEWCASTLE, - - Miramichi, N. B.

BIRD'S EYE VIEW NEWCASTLE, N. B.

NEWCASTLE, N. B.

NEWCASTLE, the capital of Northumberland County, and one of the oldest towns on the North shore, is situated on the left bank of the far-famed Miramichi, about a mile below the junction of the North-west and South-west branches. Population about 2,000 Being at the head of ship navigation, and the site of several steam saw mills, it carries on a large trade in lumber of all kinds. Its location and excellent railroad and steamboat communication conspire to make it a commercial centre of great importance and an attractive resort of tourists. The I. C. R. trunk line from Montreal to Halifax passes through it; the Canada Eastern Railway gives connection with Fredericton and all points west as well as with Chatham and Loggieville some miles down the river. A steam ferry-boat plies regularly between the town and the thriving village of Nelson, on the opposite side of the Miramichi, where also lumbering is carried on to a large extent.

The fast and finely equipped screw steamers of the Miramichi Steam Navigation Co., make daily return trips to all points down the bay as far as Escuminac, while one plies constantly between the town and Chatham, making a round trip every two hours; hence visitors and tourists have excellent opportunities of enjoying a trip any day on the broad deep river, dotted all summer with ocean ships and steamers, with yachts and small craft innumerable.

Navigation opens generally before the first of May. Situated well within the estuary and influence of the salt water, the summer at Newcastle is free from the chilly winds met more

J. D. CREAGHAN,

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Draper, Silk Mercer, Clothier,

GENERAL OUTFITTER.

Direct Importer of

British and Foreign Dry Goods,

Chatham and Newcastle.

DRESS GOODS.

Silks, Velvets, Ribbons, Laces, Umbrellas, Muslin, Underwear, Corsets, Kid Gloves, Hosiery, Lace Curtains, Linens, Trimmings, Small-wares, Etc.

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Also Special Value in

Carpets and Household Goods.

JOHN MORRISSY,

DEALER IN

Furniture, Organs, Sewing Machines,

BICYCLES.

Carriages, Waggons, Harness,

And Farm Machinery of all Descriptions.

NEWCASTLE. N. B.

NEWCASTLE, N. B., SHOWING CONVENT.

coastwise, as well as from the enervating heat of the interior. Fogs and mists are unknown; the days are bright and sunny and the nights cool and delightful; hence tourists whether in quest of health or pleasure, have always enjoyed a sojourn there.

Its sporting facilities are unsurpassed. The rivers and streams in its immediate neighbourhood afford good angling for trout and salmon—the former the far-famed sea trout often weighing from 5 to 7 lbs. Caribou, moose and red deer abound, the former and latter in large herds on the "barren lands" within a few miles of the town The lagoons about Neguac, Tabusintac, Tracadie and Bay du Vin,—all easily reached by the regular steamers abound in swarms of geese, brant, and ducks, of which incredible numbers are killed every season. Good partridge, snipe, and woodcock shooting can be had in the vicinity.

The country drives are many and enjoyable, including visits to such picturesque places as Mill Cove, Wilson's Point, Old French Fort, Beauear's Island, Derby, Indiantown, Red Bank and others, all affording imposing views of the majestic river, winding among green hills, and forests, away to the sea In the midst of such peaceful grandeur, and beyond the din and bustle of busy life, one can fully appreciate the apt significance of the Indian name "Miramichi," for it surely is a "Happy Retreat."

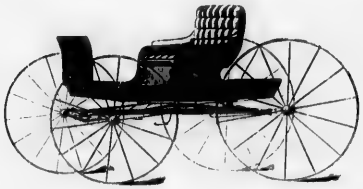
The architectural appearance or the town is pleasing, and some of its public edifices large and imposing. The Post Office and Custom House, Harkin's Academy, Convent, Presbyterian, Roman Catholic, Episcopal and Methodist churches, will compare favourably with those of more pretentious towns. The people too are justly proud of their public square, which always presents a very attractive appearance. Comfortable hotel accommodation at reasonable rates can be secured at the Waverly, Commercial and Elliott.

G. A. LOUNSBURY & CO.

NEWCASTLE. N. B.

DEALERS IN

Carriages, Sleighs,



HARNESS, Etc.

FARM MACHINERY OF EVERY DESCRIPTION.

PIANOS, ORGANS and SEWING MACHINES.

Branches at Moncton, Chatham, Bathurst, Campbellton, (KINGSTON, Kent County.)

D. & J. RITCHIE & CO.

Timber and General Merchants,

MANUFACTURERS AND EXPORTERS OF

Spruce, Pine and other Lumber Products.

Importers of Salt and all kinds of English and Foreign Goods.

NEWCASTLE, - MIRAMICHI, N. B.

PLEASANT STREET, NEWCASTLE, N. B.

An agency of the Merchants' Bank of Halifax, and another of the Bank of Nova Scotia are located there. Newcastle has also the best equipped livery stable on the North shore.

American visitors should not fail to await upon Col. R. R. Call, A. D. C., high sheriff of the County and United States Consul at the Port of Newcastle, who will take a special pleasure in looking after their interests.

The following are the leading business establishments to call at:—Geo. Burchill & Sons, saw mills, lumber dealers and general merchants, Nelson; R. R. Call, coal and general agent and U. S. consul; J. D. Creaghan, dry goods, etc.; P. Hennessey, general merchant; W. A. Hickson, general merchant and lumber dealer; O. Larsen, photographer; G. A. Lounsbury & Co., carriages and agricultural implements; Frank Masson, stoves and tinware; N. R. Mackenzie, druggist; John Morrisey, furniture, etc.; D Morrison, general merchant; Charles Park, general merchant; D. & J. Ritchie & Co., saw mills, lumber merchants and general dealers; J. A. Rundall, wholesale grocer, etc.; E Lee Street, druggist. The leading barrister is E. P. Williston. "The Union Advocate," a weekly newspaper, edited by W. C. Anslow, has a large circulation.

NELSON, N. B.

PRETTILY situated on the Miramichi River, almost directly opposite Newcastle, and about six miles above Chatham, is the village of Nelson. Here are situated the steam saw mills of Messrs. Sargeant Bros., Geo. Burchill & Sons, and J. W. Flett, which give employment to a large number of men; Mr. Flett also has a box factory, which employes a number of men all the year

P. HENNESSY,

NEWCASTLE, N. B.

Leading Grocery and Provision Merchant.

Wholesale and Retail.

My stock of Goods is Large and of the Best Quality, and sold at the very Lowest Market Prices. Below is enumerated a few of the Leading lines I keep in Stock:

FIVE ROSES FLOUR, Reputed to be the Best Flour in the World. Also several of the Best Canadian Brands of Flour.

Rolled Oat Meal, Corn Meal, Beans, Pot Barley, Molasses, Codfish, Pork, Beef, Paint Oil, White Lead.

Agent for McDONALD'S TOBACCOS.

American Home Light Oil, Tea in Chests and Half Chests, Windsor Dairy and Liverpool Salt Hay, Oats and Feed, and many other articles too numerous to mention.

P. HENNESSY.

GEO. BURCHILL & SONS,

Lumber and General Merchants,

MANUFACTURERS AND EXPORTERS OF

Spruce and Pine Lumber,

LATHS AND SHINGLES.

NELSON, - MIRAMICHI, N. B.

E. LEE STREET,

Druggist and Apothecary.

FIRE, LIFE AND ACCIDENT INSURANCE AGENT.

Souvenirs of all kinds for Tourists and Travellers.

NEWCASTLE, - - MIRAMICHI, N. B.

RIVER SCENE.

round. The lumber manufactured at these mills is loaded into ocean going sailing vessels and steamers at the wharves in connection with the mills.

The steamers of the Miramichi Steam Navigation Company run to Nelson, thus making connection with Newcastle, Chatham, and intermediate points four times a day in the summer season.

The Canada Eastern Railway runs through the village, as well as the Chatham Branch train, thus making connections at Chatham Junction with all passenger trains on the Intercolonial Railway.

Nelson boasts of one of the finest churches in the county, built a few years ago, of stone, by the Roman Catholic congregation, at a cost of about $12,000.

About two miles above Nelson the South West Branch of the Miramichi River is spanned by two fine bridges, one being the I. C. R. bridge, built of stone and iron, and the other a passenger bridge, a fine structure, built of wood; while directly opposite the village is that lovely summer spot and favorite picnic ground of the Miramichi, Beaubear's Island.

The Union Advocate,

ESTABLISHED 1867.

NEWCASTLE, N. B.

Published Every Wednesday Morning in time for the Earliest Trains.

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W. C. ANSLOW, Publisher and Proprietor.

Job Printing of Every Description Neatly Executed at this Office.

All the latest Legal and Custom Forms at Lowest Prices. All work Guaranteed.

FRANK MASSON,

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DEALER IN RANGES, STOVES AND FURNACES.

Tinware of all Descriptions Made to Order or Kept in Stock.

Contracts taken for Roofing in IRON, TIN, MICA and FELT.

CASTLE STREET. - - NEWCASTLE, N. B.

D. MORRISON,

GENERAL DEALER IN

Dry Goods, Clothing,

BOOTS AND SHOES, GENTS' FURNISHINGS,

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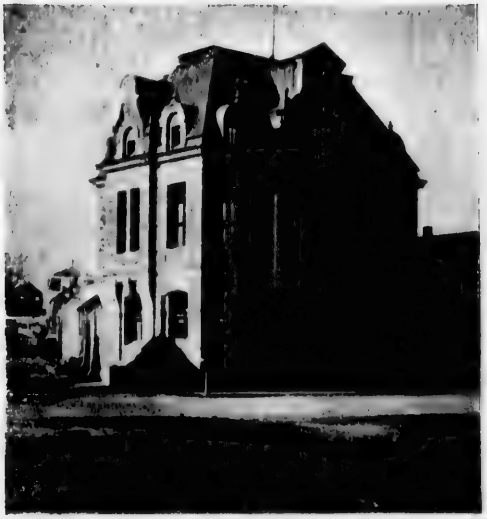

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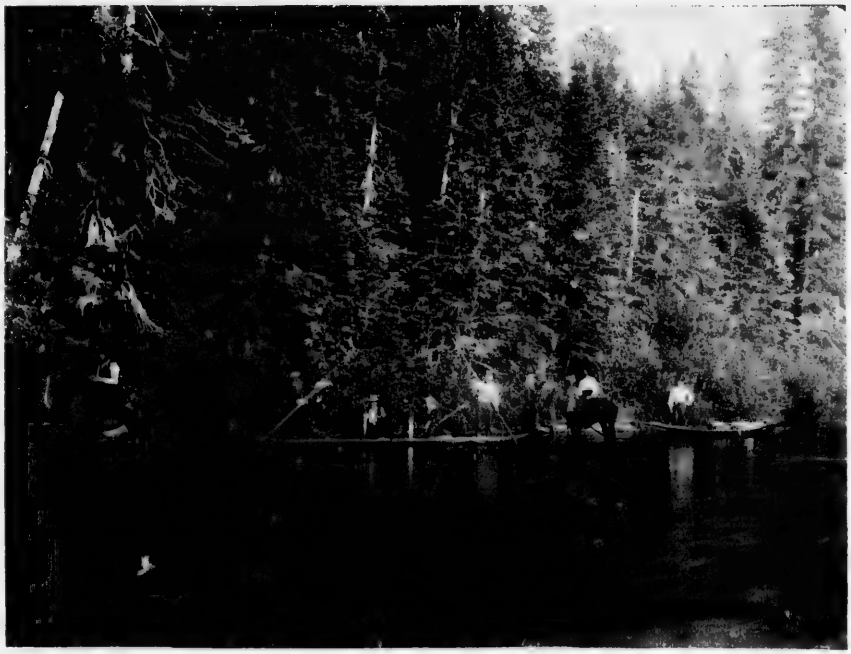

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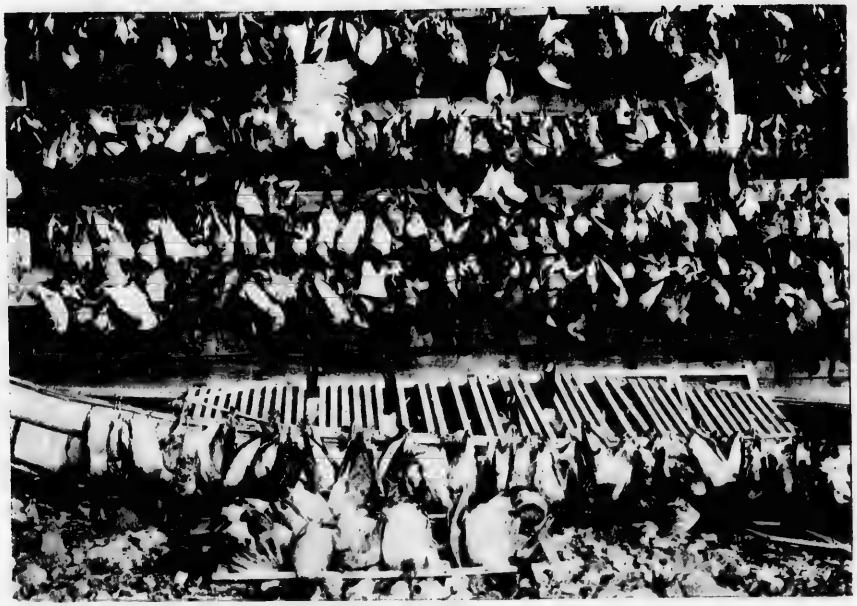

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HOT AIR FURNACES and STOVES

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FISHING TACKLE ALWAYS ON HAND.

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Manager.

BIRD'S EYE VIEW SACKVILLE, N. B.

SACKVILLE, N. B.

SACKVILLE is located at the head of the Bay of Fundy, at the junction of the Intercolonial and also of the N. B. and P. E. I. Railway running to Cape Tormentine, the shortest crossing to P. E. Island, and where mails cross in winter by ice boat service. When this route is improved by steam service, summer and winter, Sackville will be at the transportation centre, as she is now at the geographical centre, of the Maritime Provinces The Tantramar River affords a good harbor, which is but fifteen miles from the Joggins Coal Mines, so that in point of cheap fuel as well as transportation advantages, Sackville is well situated for economic manufacturing and distributing purposes The place owes its chief reputation to unrivalled grazing and hay land, which the traveller by rail sees through the car window, stretching seemingly to the very horizon. These wide expanses, built up by the tides of the Bay of Fundy, which here rise to their maximum height, 50 feet, have inspired the muse of Roberts, the poet of the Tantramar:

"Wind of the summer afternoon.

* * * * *

Blowing over the roofs and down
The bright streets of this inland town,
These busy crowds, these rocking trees —
What strange note hast thou caught from these?
A note of waves and rushing tides,
Where past the dykes the red flood glides,
To trim the shining channels far
Up the green plains of Tantramar.
Once more I [illegible] off the salt, I stand
On the long dykes of Westmorland;
I watch the narrowing flats, the strip
Of red clay at the water's lip—"

MOUNT ALLISON LADIES' COLLEGE,

OWENS MUSEUM OF FINE ARTS AND CONSERVATORY OF MUSIC.

Courses of study are provided, extending from the primary branches through the whole University curriculum to the degree B. A. The staff consists of seventeen Teachers in addition to the University Professoriate. Piano, Pipe, Organ, Violin, Vocal Culture, Shorthand, Typewriting, Bookkeeping and Commercial courses are all taught after the latest and most improved methods.

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Every care is taken to make the school a refined Christian home, where lady-like manners and nobility of character shall be cultivated.

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Every care is taken to make the school partake of the nature of a home, where manliness and integrity of character are cultivated.

EXPENSES VERY MODERATE.

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JAS. M. PALMER, M. A., Principal.

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INTERIOR OF ART MUSEUM, SACKVILLE. N. B.

MALE ACADEMY, SACKVILLE, N. B.

SACKVILLE DRUG STORE.

AMASA DIXON, Proprietor.

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..... AND FAMILY RECIPES. .....

The New Brunswick and Prince Edward Island Railway

RUNS through the Parishes of Sackville, Westmoreland and Botsford, in the County of Westmoreland, Province of New Brunswick.

Connects with the Intercolonial Railway at Sackville and terminates at Cape Tormentine on the Straits of Northumberland.

The distance from Cape Tormentine to the nearest point on Prince Edward Island is nine miles. In the winter season the Government have Ice Boats running between these two points to carry the mails and passengers. In summer there are good boating and bathing facilities at Cape Tormentine, and a large number of ships carrying deals to foreign ports are loaded at this fine harbor.

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Shelf and Builders' Hardware,

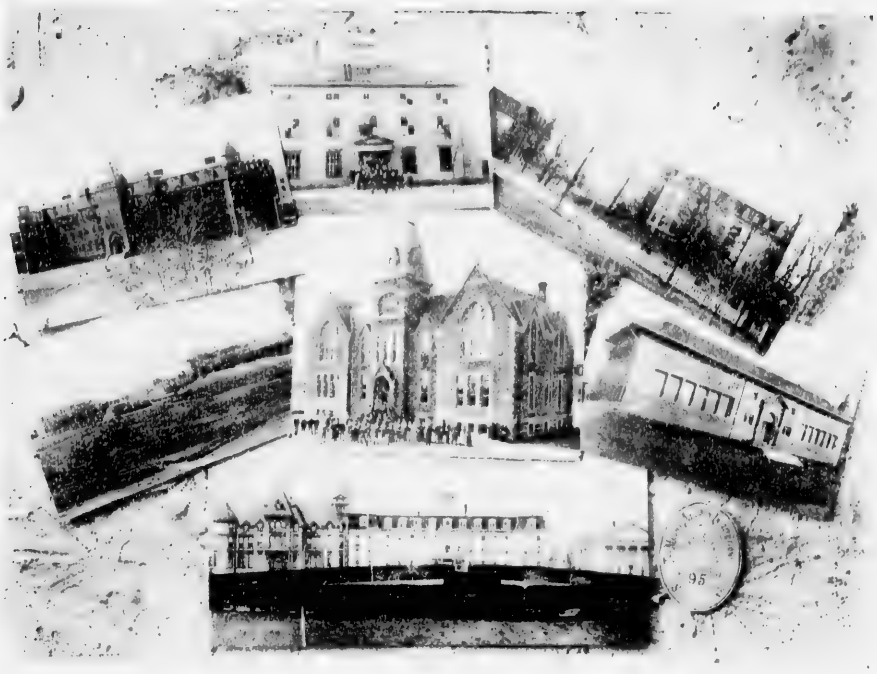
House Furnishings, Trunks, Valises, Etc.

MUSIC HALL BLOCK, = SACKVILLE, N. B.

MAIN STREET, SACKVILLE, N. B.

These marshes were formerly fresh water lakes, bog and morasses, growing matted floating moss, wild rice, reeds and rushes; the home of the musk rat and the haunt of the plower and wild goose; but canals were excavated, drawing off the fresh water and giving an avenue for an inroad of salt water, by which the fresh water plants were killed, and mineral and organic matter carried in suspension by the swift tides, deposited in the still water, converting waste lands into a territory of unsurpassed fertility. They are the pride and boast of the Sackville farmers, and with reason, for they have made the place one of the most wealthy and prosperous rural communities in Canada. The first attempt at marsh reclamation was made as early as 1675 by the first Acadian settlers; this was followed up, three quarters of a century later, by the noted priest, Laloutre, who obtained $10,000 from the French government for the purpose. The remains of his dykes can be seen at Jolicure, five miles from Sackville.

Almost of equal interest is the splendid collection of schools, under the control of the Methodist Church of Canada, instituted nearly sixty years ago, as the result of the christian generosity of the late Hon. Charles F. Allison; the original male academy has grown into the University of Mount Allison College, possessing, besides the original academy, still in vigorous life, a ladies' college, an art school, a conservatory of music, and the college proper; each possessing its own faculty and establishment. The buildings are generous in extent and worthy of the high purposes to which they are dedicated. Some of them, particularly the university residence and the art school, are as fine specimens of architecture as can be found in Canada for such objects. These schools have an attendance of about 250 students. Their management is non-sectarian,



GROUP OF INSTITUTIONS, SACKVILLE. N. B.

liberal and progressive, aiming to meet, in advance, the widening demands of the day, and their success proves they enjoy to an unqualified degree the confidence and regard of the country. They occupy an elevated site called Mount Allison, commanding a wide range of coast and river, marsh and hill scenery, overlooking many villages and rural homesteads.

Five miles distant, across the Tantramar marshes, is seen the old earthworks of Fort Cumberland—the "Beau-Sejour" of the French, an illustration of which is given—crowning an eminence at the southern point of a high, narrow ridge, which runs northerly across the Isthmus towards Bay Verte. The Fort overlooks the head of the Bay, and was well located to command the approaches to it. It occupied a position of stragetic importance in the French and Indian wars. It was on the highway between Port Royal and Quebec. It possessed an outpost on the opposite Bay—Fort Gaspereaux—with which it was connected by a military road, and this was a half-way house between the French possessions at Lewisburg and Quebec. It commanded the land communication between Nova Scotia and the continent. It was a rendezvous for Indians, and from its gates issued many an expedition against English settlements, so that it became a threat to the peace and tranquility of English occupation, and it was determined to reduce it. This was accomplished in 1755 by a volunteer army of 2,000 men, raised in Massachusetts, under the command of Col. Moncton. The fort was defended by 150 troops of marine, under the command of M. Virgor, and also by about 1,200 French inhabitants. The fort was invested and bombarded, and, after a seige of a couple of weeks, surrendered. Sir Marke Watson, Lord Mayor of London, who was,

FORT CUMBERLAND (FORMERLY BEAUSEJOUR), **NEAR SACKVILLE, N. B.**

in his youth, a settler's clerk here, relates the particulars of the expulsion of the Acadians from this district, contemporaneous with the story of Evangeline. A quarter of a century later it was again invested by another Massachusetts force, under the command of Col. Eddy, whose mission was to reduce Nova Scotia and lead it into the revolted colonies, to become the State of Acadia. He failed, and, with his men, sought the security of the forest, from which he finally reached Mathias in an exhausted condition. Below the bastions of the fort is Isle La Valliere, where the Seigneur of Chignecto, two hundred years ago, ruled Acadia as its royal governor. This locality was twice visited and ravaged by the celebrated Captain Church with his fleet of whale boats.

Priest and painted savage, soldier and *courrier du bois*, the boom of artillery and the colors of war vessels have long since passed away still, a thousand memories and traditions linger about these spots and add a charm to scenery that is one of the most splendidly diversified of any in Acadia. The fort had originally five bastions, half in earthwork and half in palisades, with barracks, store-houses and powder magazine. It mounted eight 18 pounders and 32 small cannon. Afterwards curtains of earthwork and a moat took the place of the palisades, and extensive covered ways were built, a part of which, together with the earthworks, are still in existence and visited by the curious.

Beyond Fort Cumberland, two miles distant, are the ruins of the rival English establishment, Fort Lawrence, and beyond that the Chignecto Ship Railway, designed to carry ships of 1,000 tons, by rail from bay to bay, and partially completed. Two miles further to the eastward is the Town of Amherst.

BRIDGE STREET, SACKVILLE, N. B.

Sackville posseses a promising summer resort at Cape Tormentine, where excellent beaches exist, good fishing and sporting facilities, and a pure and vigorous atmosphere.

Bay Verte is a prosperous village on the N. B. and P. E. I. Railway, eighteen miles from Sackville, and two miles further is the Town of Port Elgin, which is a growing place, possessing some manufacturing establishments.

In the manufacturing line Sackville owns two stove founderies, the principal one being that of Charles Fawcett; two harness factories, two tanneries, two shoe factories, a machine shop, house builders' factories, and a number of carriage factories.

It possesses two excellent hotels, both fitted up with modern improvements, and where tourists will receive every attention, especially at The "Intercolonial," conveniently situated near the railway station. It also possesses a music hall with stage machinery and scenery; skating and curling rinks, etc.

The educational facilities offered by Sackville, its refined and intellectual society, its healthful and invigorating climate, and its pleasant rural scenery, have rendered it a favorite residential resort, and, consequently, few country towns in Canada have been making more steady and solid progress.

"The Post" newspaper, edited by A. H. McCready, has a large circulation—issued Tuesdays and Fridays. The following are the leading barristers and attorneys:—Powell, Bennett & Harisson, B. B. Teed and A. B. Copp. Sackville has two banks, branches of Merchants' Bank of Halifax and Halifax Banking Co. The following business establishments are among the principal ones:—Amasa Dixon, druggist; R. M. Fulton, hardware; J. E. Hickey, general dealer; J. H. Horsler, merchant tailor.

BIRD'S EYE VIEW ST. ANDREWS, N. B.

ST. ANDREWS, N. B.

ST. ANDREWS, the shiretown of Charlotte County, with a population somewhat under two thousand, is situated at the southern extremity of a narrow peninsula, projecting far into the Passamaquoddy Bay. The town is laid out in rectangular blocks, having six streets running parallel with the water front, one mile in length, traversed at regular and even distances by thirteen cross streets.

St. Andrews was settled in the latter part of the eighteenth century by the United Empire Loyalists, and there are houses still standing in the town whose frames were brought from Castine by their loyalist owners.

Early in the present century the town had advanced to a position of considerable importance in shipping and commerce, and had developed a large foreign trade, chiefly with the United

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IS THE LEADING STORE OF
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ST. ANDREWS, N. B.

EVERY REQUISITE OF A FIRST CLASS PHARMACY.

A LARGE VARIETY OF SOUVENIRS OF ST. ANDREWS and VICINITY.

Kingdom and the West Indies, but later, with the exhaustion of lumber in the region of which St. Andrews was the natural outlet, the port lost much of its former commercial prestige.

As a port and harbor St. Andrews is characterized by natural advantages, unsurpassed on the Atlantic coast. It is in many respects the most suitable of all the Maritime Province ports for Canada's winter trade. It is the nearest New Brunswick port to Montreal, having direct rail communication with that city and Western Canada. Its harbor is open and absolutely free from ice the year round; is commodious, safe, and has excellent anchorage, and is easy of access at all times of tide to sailing vessels or steamers of any draught. There are two main channels connecting the inner Bay of Passamaquoddy with the outer Bay of Fundy.

St. Andrews is one of the Atlantic termini of the Canadian Pacific Railway, and enjoys a first class daily train and mail service throughout the year. During the summer season trains make close connections at McAdam Junction and Vanceboro with all the east and west bound expresses of the C. P R. and the Maine Central systems.

Numerous passenger and freight steamers throughout the year ply daily between St. Andrews and St. Stephen, N. B., Calais and Eastport, Maine, and intervening points. At Eastport connection is made with the steamers of the International Line between Boston, Portland and St. John, and with the ferries and steamers plying between Lubec, Campobello, West Isles and Grand Manan.

As a field for the investment of capital in manufacturing enterprises St. Andrews presents many advantages. Its transportation facilities both by rail and water are excellent, taxation is low, labor, land and fuel, both wood and coal, are cheap, the climate is dry and extremely healthy, and water power abounds in the immediate vicinity.

St. Andrews has come into prominence of late years as a popular summer resort and watering place. It is yearly drawing an increasing number of tourists and visitors from the States and Canada. It has hotel accommodation equal in point of elegance and comfort to that of any of the Eastern Coast resorts; and scattered here and there on the outskirts of the town, at points commanding views of the bay and surrounding hills, are many private summer cottages and homes,

CHAMCOOK LAKE, ST. ANDREWS, N. B.

among whose occupants may be found many families of wealth and prominence from the large American and Canadian cities. Sir William C. VanHorne, president of the Canadian Pacific Railway Company, has purchased an extensive estate on Minister's Island, about two miles from the town, and there the worthy knight and his family spend the summer months at their handsome residence, "Coven Hoven."

The special features of summer life at St. Andrews of particular interest to the tourist and pleasure seeker, are its dry and uniform climate, never hot, freedom from fogs, varied sea and landscape scenery, sea-bathing, yachting and fishing both deep sea, lake and stream trout and salmon fishing; excellent streets and country roads for riding, driving, and bicycling, and a golf course, second to none in Canada. It is also exempt from hay fever.

At Wren's drug store, the leading one of the place, tourists will find a variety of "souvenirs" to take away with them. The leading hotel is the "Bay View," Charles Horsnell, proprietor.

The publishers are indebted to the genial barrister, F. H. Grimmer, for this "write up."

MAGAGUADAVIC FALLS, ST. GEORGE, N. B.

ST. GEORGE, N. B.

LEAVING the far famed and picturesque Passamaquoddy Bay, a sail of three miles up the beautiful winding Magaguadavic River, after many interruptions, and much amusement, by the wonderful echo of Seelye's Cove, the tourist arrives at St. George, the head of tide water and navigation, and just below a mighty cataract, whose rumbling noise resembles distant thunder, any conception of the grandness of this waterfall can only be had by personal observation.

St. George, one of the most prosperous towns in the Province, at one time was a great lumbering centre, and twenty-five years ago there were a dozen saw mills in the immediate vicinity of the place. Very little lumber is now manufactured in comparison, and the granite business has taken the place of the lumbering industry. It is doubtful if the people of New Brunswick have anything like an adequate idea of the proportions which this business has assumed. When it came into prominence the lumber industry was on the downfall. The granite shipped from St. George last year brought more money than the lumber did in any season in its palmiest days. There is a great field for building works, which is bound to make St. George a great manufacturing centre. The deposits of granite in the vicinity are practically inexhaustible; granite mountains extend on both sides of the river, and can be traced for a distance of twelve miles. There are at

This Guide Book was printed by The Sun Printing Company, Ltd., St. John, N. B

present five firms in the business. Very little attention is given to other business, outside of general trading, in that respect the wants of the people are well catered to. Some of the stores in St. George would do credit to a much larger town. That the spiritual wants of the town are well looked after, there is no doubt, as we have four churches standing as monuments to the christian zeal of its citizens, viz.: Presbyterian, Baptist, Episcopal and Roman Catholic, all of which have organizations in connection for the good of the young. The clergy of St. George, at the present time are very efficient, and are all indefatigable workers. There is a lodge of F. and A. M. of long standing and is in a flourishing condition to-day, as is Court "Mistletoe," I. O. F., organized a few years ago. The Sons of Temperance are well established, and, with the strict enforcement of the "Scott Act," makes St. George an ideal temperance town.

The education of the young is well provided for. A new school building was erected a few years ago, at a cost of $7,000, and is conducted by an efficient principal and three assistants. While St. George, with its inexhaustible supply of granite, its lumber, fertile soil, and never failing water power, offers every inducement to the capalist, nature has even done more for the tourist. Here, almost on the sea shore, with railway communication to the very borders (quite a contrast to the tiresome journeys to the inland lakes of Maine), is to be found a chain of lakes, with river and mountain scenery, such as cannot be surpassed and rarely equalled, abounding in game and furnishing the finest trout fishing on the continent. The trip by water up the Magaguadavic and through the natural canal under towering granite mountains to Lake Utopia, the largest of the chain, is unrivalled for grandness and picturesque beauty in any country. There are three cottages on the shore of this lake, one of which is owned by a wealthy New York gentleman, who, with his family, spend five months there every season. Directly opposite, on the western shore, about two and-a-half miles distant, but hidden from view by a luxuriant growth of pine, birch, maple and beech, is "Utopia Cottage," owned by some St. John gentlemen, and occupied during the summer months; the third is on Duck Island and is owned by local parties. Lake Utopia is connected by a large navigable stream with Trout Lake (a paradise for the fly fisherman), which is fed by the celebrated Mineral Springs, where so many invalids and sufferers have come to be cured. The springs cover about an eighth of an acre, and the cures that have been made by the use of the waters are miraculous Utopia is also connected by stream with Mill, Red Rock, Sparks, Autonia, Oliver, Newtons, Cragy, Dam and Long Lakes, all of which are alive with brook trout, ranging from half a pound to four-and-a half pounds Land locked salmon can also be taken. It is of very recent date that salmon were placed in these waters, but there is every indication of their becoming very numerous. The Dominion Government placed a fish-way through the falls, and every means are being taken to protect them. The shooting is excellent; moose, deer and bear are very plentiful several dear having been shot last season within one-and-a-half miles of the town. Partridge and duck can be had any day in large quantities.

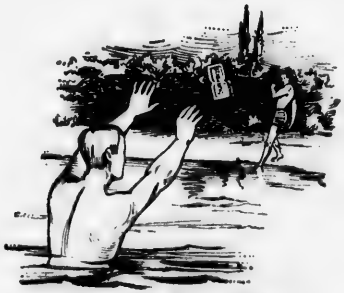
Five miles to the south of St. George is the celebrated Harbor of Le Tang, and, as you approach it by road, you can see what remains of the original town of St. George. It may not be generally known, but, long before the Loyalists landed in St. John, N. B, a settlement was made at Le Tang, a fort erected, houses built, streets laid out, and all the steps taken by those early pioneers to found a city at that famous harbor, as it was intended to make it a naval station, and the admiralty have still reserves for military purposes in advantageous positions. After loosing a warship on, at that time, an unknown ledge outside the harbor, the Imperial Government became prejudiced and removed the troops to Halifax, making a naval station of that port. The harbor becoming deserted, the little settlement broke up and departed, leaving only a few marks of their work in the original town of St. George.

The leading hotel is the Brunswick House, James Kilman, proprietor.

Best for Wash Day.

Best for Every Day.

Lathers Well.



Makes the Dirty Clean.

POST OFFICE, ST. STEPHEN, N. B.

ST. STEPHEN, N. B.

THE parish of St. Stephen, extending about fifteen miles along the left bank of the St. Croix, contains the incorporated towns of St. Stephen and Milltown, (population about 3,000 each,) and the village of Upper Mills. It is reached and partly traversed by three railway lines, the Canadian Pacific, the Shore Line and the St. Croix & Penobscot; and contains within its boundaries the St. Stephen & Milltown Railway, two miles in length, joining the other railways and thus connecting Calais, Me., (8,000), with the railway system of the continent.

Calais, St. Stephen and Milltown are also connected by a street railway, which has a continuous length of six miles in the streets of the three towns.

A steel bridge of light and graceful form, resting on three granite piers, croses the St. Croix at the head of the tide water, connecting St. Stephen and Calais, either end of which is guarded by the custom officers of both nations—who, there is no doubt keep their eyes well open for would-be smugglers. Farther up the river there are three railway bridges and four highway bridges spanning the stream which forms the international boundary line.

The three towns are virtually one in business and social life, and their wants are supplied by one gas plant, one electric light system, and one system of water supply. Except on holidays,

A. I. TEED, Pres.-Mgr. W. F. TODD, Secretary.

A. I. TEED COMPANY,

(LIMITED.)

Wholesale Grocers.

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SAINT STEPHEN, N. B.

THE SAINT STEPHEN'S BANK.

INCORPORATED 1836.

CAPITAL,	**$200,000.00.**
RESERVE,	**$45,000.00.**

President,	FRANK TODD.
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WATER STREET, ST. STEPHEN, N. B.

WATER STREET, ST. STEPHEN, N. B.

when one side flies the stars and stripes and the other the flag of Canada, there is nothing to tell the casual visitor that the stream which winds between is the boundary of two great nations

The Bank of St. Stephen, on Main or Water Street is quite an imposing building, and is a great credit to the town, as also are the many imposing and up-to-date business establishments which line either side of the streets.

The principal industry of St. Stephen heretofore has been lumbering, and there is still a considerable quantity of lumber cut, though most of it is shipped from Calais. The St. Croix Cotton Mill, in Milltown, now operated by the Canadian Colored Cotton Mills Co., employes about 800 persons. One of the largest manufacturing establishments in the town of St. Stephen is the St. Croix Soap Manufacturing Co., there are other and important manufacturing concerns.

St. Stephen is justly proud of its public schools, and its school buildings are among the best in the province. The parish of St. Stephen contains three Anglican churches, four Methodist, two Roman Catholic, two Presbyterian, one Congregationalist and one Baptist.

Although these border towns, as yet, can boast of no public park, the St Stephen Rural Cemetery, which is park like in its arrangement and natural features, is of more than local fame for its beauty, its white pines being particularly fine. The collection of trees within its limits embraces nearly all that are found in New Brunswick, and their growth is natural and unrestrained. The tourist who has an hour to spare will find it well worthy of a visit

There are many pretty drives in the vicinity of the towns ; and a trip down the river by boat is a pleasure not to be forgotten. There are three river steamboats connecting St. Stephen with other parts of the county—the Arbutus, calling at St. Andrews, where is situated the well known

JOHN B. ROBINSON,

DEALER IN

Provisions, Groceries, Hats and Caps,

BOOTS AND SHOES, COUNTRY PRODUCE.

Plows, Plow and Mower Repairs.

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Family Groceries,

Especially TEA and COFFEE,

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Woolen Yarn and Blanketing,

Snowshoes and Moccasins,

Spinning Wheels.

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F. M. MURCHIE,

IMPORTER AND DEALER IN

Flour, Meal, Pork, General Groceries,

Boots, Shoes, Lime, Hair, Plaster, Hay, Grain and Feed, Carriages and Harness of all Kinds.

Agricultural Implements and Machinery, Field and Garden Seeds. Buyer and Shipper of Railway Ties and Farm Produce.

SAINT STEPHEN, N. B.

KING STREET, ST. STEPHEN, N. B.

Algonquin Hotel, at Campobello, where there are two other large summer hotels, at Indian Island and at Deer Island; the Flushing, calling at St. Andrews, Campobello and Grand Manan; and the Viking, calling at the islands and at several points on the mainland. The boats of the Frontier Steamboat Company, within easy reach of St. Stephen by street cars, run from Calais to Eastport, where they connect with the International S. S. Co. line, and touch at the Devil's Head, where there is a summer hotel, at Robbinston, a favourite summer resort, and at St. Andrews. Bold headlands, rocky islands, deep bays and distant hills; wooded stretches, cultivated fields and pretty sea-side cottages; busy wharves and shipping and the boats and tents of pleasure seekers, combine to make the sail attractive. Half way between St. Stephen and St. Andrews lies St. Croix Island, worth seeing for its historical associations; as it was the site of the first French settlement in North America, where the founders of Acadia spent the winter of 1604--5.

St Stephen has two good hotels, the Windsor and the Queen, accommodating about fifty guests, and it would well repay the tourist to enjoy their up-to-date comforts and also to take in the beautiful scenery and magnificent sporting localities in and about St. Stephen. The summer temperature never exceeds 95 in the shade, and seldom reaches 90, and the nights are always cool. The best time for a pleasure trip to this place is in June or July, when private grounds are looking their best; or in September or the early days of October, when the gorgeous coloring of the autumn foliage is seen in a beauty known nowhere else except in the woods of Northern Maine and New Brunswick.

The principal manufacturers, merchants and business people are:—The St. Croix Soap Manufacturing Co., manufacturers of the celebrated "Surprise" Soap; Vroom Bros., furniture

S. McCONKEY, MERCHANT TAILOR,

GARMENTS CUT IN LONDON STYLE
. . . IF SO DESIRED. . . .

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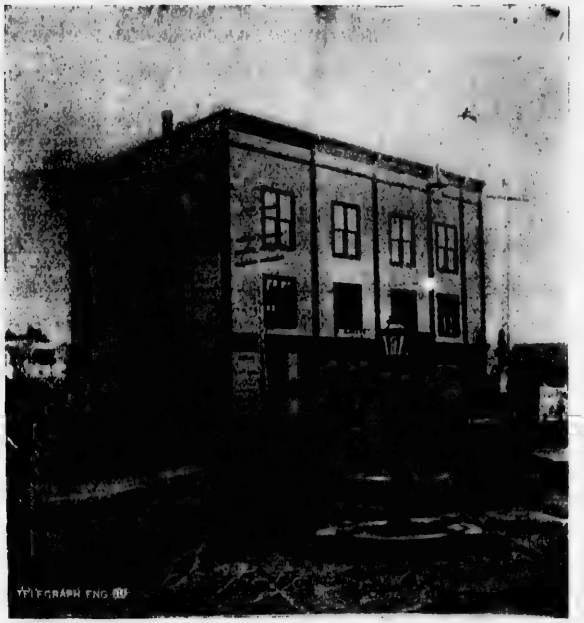

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Special Attention Given to Furnishing Hotels and Summer Cottages.

We are also Agents for Several First-Class

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PIANOS.

Water Street,
ST. STEPHEN, N. B.

W. H. EDWARDS,

Photographer,

WATER STREET, ST. STEPHEN, N. B.

ST. CROIX RIVER.

dealers and manufacturers ; C. N. Vroom, braces, etc.; F. H. Tyrell, St. Croix Excelsior Bottling Establishment, Aerated Waters ; F. M. Murchie, John B. Robinson and F. E. Rose, general dealers. H. I. Ham and S. McConkey, tailors ; Mitchell & Ross, crockeryware, glass, etc.; A. I. Teed Co., wholesale grocers ; W. H. Donovan, plumber, etc.; W. H. Edwards, photographer ; W. H. Whitlock, livery stables. The "Saint Croix Courier" has a very large circulation, and is an excellent advertising medium.

JOB PRINTING OF ALL DESCRIPTIONS, From NEW TYPE of LATEST DESIGNS.

Do You Read the Courier?

If not, you are not reading the Brightest, Breeziest, and Newiest local Newspaper published in the Martime Provinces.

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If not, you are not Advertising in the most widely Circulated Weekly Newspaper published in the Maritime Provinces.

Do You Subscribe for the Courier? If not, it is time you did, for the Subscription price is only $1.00 a year in Advance.

Prices for Quality of Work and Material as Low as the Lowest.

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SIGN OF THE GOLDEN FAUCET.

WATER STREET, ST. STEPHEN, N. B. and CALAIS, MAINE.

WILLIAM H. DONOVAN,

Practical Plumber and Gas-Fitter

HOT WATER HEATING.

Importer and Dealer in Lead Pipe, Sheet Lead, Delft Ware, Copper Baths Copper Boilers, Gas Fixtures, Iron Pipe, Butler Sinks, Force and Lift Pumps, Soil Pipes, Kitchen Sinks, Galvanized Iron Boilers, Water Closets of all kinds.

Public and Private Buildings Fitted Up with the Latest Sanitary Improvements. Only First Class Work Done. Prices Low.

St. Croix Excelsior Bottling Establishment.

W. J. COMMINS, Manager. F. H. TYRRELL, Proprietor.

Bottlers of
Carbonated Beverages.

Sarsaparilla,
Ginger Ale,
Lemon Soda,
Cream Soda,
Birch, etc.

Also Bottlers of
HOP BEER.

Chargers of
SODA
FOUNTAINS

Water Street,
ST. STEPHEN, N. B.

C. N. VROOM,

ST. STEPHEN, - - NEW BRUNSWICK.

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W. H. WHITLOCK,

Livery, Boarding and Sale Stable,

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First-class Turnouts, double and single, furnished at shortest notice.

Extras Supplied Promptly.

Coaches in Attendance at Trains and Steamboats.

A Careful Hostler always on hand.

Charges Moderate.

STABLE RUN IN CONNECTION WITH WINDSOR HOTEL.

ORDER TEAMS BY TELEPHONE.

F. L. HAM, MERCHANT TAILOR.

TWO KINDS OF

CLOTHES:

the satisfactory and the unsatisfactory

We Make : the : Satisfactory Kind.

FULL STOCK OF

Tweeds and Worsteds.

Fit and Workmanship Guaranteed.

Try Us

For a Square Deal.

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MITCHELL & ROSS,

. . *IMPORTERS OF* . .

Crockery, China and Glassware.

WEDGWOOD, ROYAL WORCESTER, RUDALSTADT, and other FANCY CHINA

Bokers Fine Pocket Cutlery, &c.

GOODS THE BEST and PRICES RIGHT.

SAINT STEPHEN, N. B.

MAIN STREET, SHEDIAC. N. B.

SHEDIAC, N. B.

SHEDIAC, a town with a population of about 1,500, is beautifully situated on the Bay of the same name opening out into the Northumberland Straits, which separates the mainland from Prince Edward Island This town, which is one of the oldest settlements of Eastern New Brunswick, has a population partly English and partly Acadian, and the French language is heard in its streets as frequently as the English.

It is the centre of a thickly settled country, and a large amount of business is done. It has several factories, the principal of which is that of the Shediac Boot and Shoe Co., that employs upwards of one hundred hands.

The advantages of Shediac as a summer resort for Tourists are unrivalled in the Maritime Provinces. It is surrounded by a beautiful country possessing magnificent drives in every direction, and to the deciples of Isaac Walton the numerous trout streams in its vicinity offer powerful attractions, while to the sportsman the flocks of wild fowl of every description in Spring and Fall yield excellent sport, and no better partridge ground than the woods within a radius of twelve miles from Shediac can be found in New Brunswick.

Its chief celebrity lies, however, in its unsurpassed bathing and boating capabilities, and hundreds of visitors spend the summer months on its shores, attracted by the safety and excellence of

Shediac Boot and Shoe Company, L'td.

MANUFACTURERS OF

LUMBERMEN'S AND FISHERMEN'S BOOTS,

LADIES' FINE GOODS A SPECIALTY.

We make the Handsomest and Best **Ladies' Shoes** on the Market.

. . ALL GOODS STAMPED. . .

SHEDIAC, - - - New Brunswick.

MAIN STREET, SHEDIAC, N. B.

ANDRE S. POIRIER. DOSITHEE J. DOIRON. SIMON A. POIRIER.

POIRIER, DOIRON & CO.,

IMPORTERS AND DEALERS IN

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FURNITURE, HARDWARE, GLASSWARE, COUNTRY PRODUCE, &C.

Stationery. **Ready-Made Clothing.**

MAIN STREET, SHEDIAC, N. B.

BOATING AT POINT DU CHENE, N. B.

its bathing facilities. The gently sloping sandy shores on Shediac Bay, without any holes or quick sands, render the bathing absolutely safe, while the finest of surf bathing can be had at almost any time outside of the harbor, along the beach extending to Point Brule, where a number of summer cottages have been erected for the accommodation of summer visitors.

Point du Chene, two miles to the east of Shediac, at the entrance of Shediac Bay, is its deep water harbor, where large sea going vessels discharge and load their cargoes. From thirty to forty square rigged vessels annually sail from Point du Chene laden principally with lumber.

The I C. Railway connects it with all points West, while it is connected by a daily steamer with Summerside, P. E. Island.

Shediac and Point du Chene are well supplied with hotels, private boarding houses and summer resorts, which, during the season from June to October, are often crowded, but nevertheless offer pleasant homes to summer visitants at this favorite sea-side resort, and now the annual influx surpasses that of any place in the Lower Provinces.

The Seaside Hotel (Mrs. James McDonald) at Point du Chene, is admirably situated for Tourists. The leading barristers are W. A. Russell and E. R. McDonald. Poirier, Doiron & Co. do an extensive business at Shediac, covering almost every line. The "Moniteur Acadien," a newsy paper with a large circulation, is issued bi-weekly by F. J. Robidoux.

LE MONITEUR ACADIEN,

Semi-Weekly French Newspaper, published at Shediac, N. B., on Tuesdays and Fridays of each week.

Subscription $1.50 per Year; in Clubs $1.00.

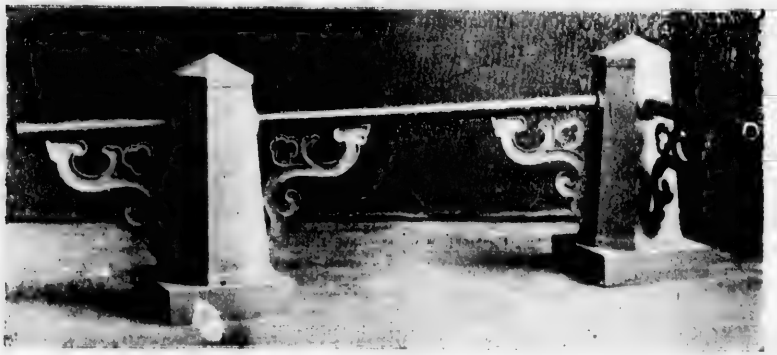
It is the oldest French Acadian Newspaper in the Maritime Provinces, has a large circulation and is one of the most desirable advertising mediums Terms Moderate.

FERD. J. ROBIDOUX, - - Editor and Proprietor.

SUSSEX FOUNDRY.

Stoves,
Ploughs,
Grave Lot
Railings,
HOT AIR
FURNACES,
Etc., Etc.

Railings for Cemetry Lots a Specialty.



THE LATEST DESIGNS OF GRAVE RAILS.

When sending for prices please give outside measurement of Lot.

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Givan, PHOTOGRAPHIC ARTIST.

VIEWS OF LOCAL SCENERY ALWAYS IN STOCK.

MAIN STREET, East, SUSSEX, N. B.

BIRD'S EYE VIEW SUSSEX, N. B.

SUSSEX, N. B.

SUSSEX, the largest town in Kings County, is situated on the Intercolonial Railway, between St. John and Moncton. The first families were loyalists. They called the place Pleasant Valley, but for a century it has been known as Sussex Vale. The Kennebecasis River is here formed by the junction of three streams, or, rather, by the confluence of Trout Creek and Smith's Creek with the main stream, which, above this point, is known as Salmon River. This was the head of navigation when the first settlers came and went by the old "Durham boats," but modern craft can now seldom ascend the river above Hampton, twenty miles below, so much has the flow of water decreased in consequence of clearing the land.

Along these streams lie the best farming lands in Kings County, and the people of Sussex have always been among the most progressive agriculturists of the province. Some of the earliest provincial exhibitions were held here. The late Hugh McMonagle made Sussex Vale famous throughout eastern Canada by his extensive stock of coach and racing horses. In 1873 J. Allen

Estimates given on all kinds of Printing. The Sun Printing Company, Lt'd, St. John, N. B.

OFFICE CORNER CHURCH AVENUE AND MAIN STREET.

DR. JASPER J. DALEY

Dentist,

. Satisfaction Guaranteed. .

TELEPHONE NO. 15.

Sussex, - New Brunswick.

GOLD FILLINGS

CROWN and BRIDGE WORK

PORCELAIN

INLAYS

MURRAY HUESTIS. THE BRICK STORE. GORDON MILLS

HUESTIS & MILLS,

General Dealers.

..... SELLING AGENTS FOR

The Queen Top Draft Stove,

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SUB AGENTS WANTED

If you are interested send for Circulars.

RHEUMATISM CURED in all its Forms by

KIMBALL'S ANTI-RHEUMATIC RING.

Price $2 by Mail, post paid.

SUSSEX, N. B.

C. H. FAIRWEATHER,

Chemist and Druggist,

Importer and Dealer in DRUGS, MEDICINES, PATENT MEDICINES, PERFUMERY, Etc., Etc.

Full Stock always on hand of CHOICE HAVANA CIGARS.

BRICK BLOCK, - SUSSEX, N. B.

MAIN STREET, FROM STATION, SUSSEX, N. B.

Hallett established a milk trade with St. John, which has increased until it now annualy furnishes that city with 250,000 gallons of milk, and disburses $40,000 per year among the farmers of the neighborhood. Five years ago the Government Dairy School was established here for all three Maritime Provinces, and private cheese factories in Sussex and vicinity yearly turn out 200 tons of cheese, consuming over ten tons of milk per day, for which the farmers receive $40,000 per annum. This is in addition to at least 500 tons of butter made every year. The soil and climate have proved wonderfully well adapted to the cultivation of strawberries, and it is not uncommon for 100,000 quarts per season to be shipped, part westward to St. John and Boston, and part eastward to Halifax, and northward to Montreal and intermediate towns. This is also one of the chief sources from which St. John draws its supplies of beef and other agricultural produce.

Sussex is the distributing centre for a wide area of country, and a large general business, both wholesale and retail, is carried on here. In former years its merchants were largely interested in lumbering, but that industry has now considerably declined, though five million square feet yet pass through the place each year. Heavy operations are still conducted, however, along the Bay of Fundy, where there are large tracts of well wooded land. A big trade in aerated waters is also done in connection with the Sussex Mineral Springs. Fifteen different and most delicious beverages have been put upon the market, in addition to the plain carbonated water, which has the very highest recommendation of the Dominion Government analyst as a dietetic table water.

The celebrated Manganese Mines of Markhamville, which have been worked with great success, only twelve miles away; and several other leads at Jordan, not eight miles in another

J. THOMPSON,

Merchant Tailor.

BRICK BLOCK,

Main Street, SUSSEX, N. B.

direction, are said to yield even richer ore. The best salt in the province is produced at the Hendrick's Springs, a distance of four miles on the road to Penobsquis. In the town are a flourishing furniture factory and an iron foundry (Wm. Howe's), and the erection of a canning factory is contemplated.

A new brick business block, 200 feet in length, has recently been erected by George H White, who has done more than any other for the material advancement of Sussex Besides two large stores for wholesale and retail trade, one of which, by far the largest establishment in the place, is occupied by Messrs. Huestis & Mills, this block contains numerous smaller shops and offices, a spacious and well furnished lodge room, occupied by the Oddfellows, Orangemen, Royal Arcanum, Sons of Temperance and Home Circle, and also a banking office and a drug store, occupied by C. H. Fairweather, which are said to be the most elegantly appointed of their size in the Province. The public buildings include a Free Mason's Hall, a large Public Hall and a fine brick Dominion Building, containing the post office and custom house.

Contiguous to the town are the Military Grounds, originally part of the estate of the Hon. George Leonard, and more recently known as the Keltie Farm, a most popular resort for excursionists The martial spirit has always been strong in the children of the Loyalists, and nowhere in New Brunswick has greater interest been taken in military matters than in Kings County. Repeated tests of other localities has fully demonstrated that none could compare with "Camp Sussex" for ease of access, purity and abundance of water, coolness of shade and general adaptation to military evolutions, and in 1894 the whole farm of 400 acres was purchased by the Dominion Government for a Provincial Camp. A commodious residence for a caretaker has lately been built, and armories and cavalry sheds are soon to be erected. This spot was the rendezvous of the New Brunswick Battalion when ordered to the Northwest at the time of the Riel Rebellion.

Close by there are no fewer then three excellent rifle ranges, where, for thirty years, have been held the annual matches of the Provincial Rifle Association, as well as all meetings of the King's County Rifle Association; and many a marksman has made high scores at Wimbledon and Bisley whose skill had been acquired solely on the Stockton, Beer, and Fairweather ranges at Sussex. A flourishing local rifle club is maintained, which gained high place in the league matches of last year.

Over one hundred years ago an Indian academy was founded here by English philanthropists for the evangelization of the aborigines, and thousands of pounds sterling were expended in an abortive attempt to reclaim them from their savage state. Although every vestige of the buildings has long since disappeared, the Indians still know the place as *L'College*.

The scenery of Sussex is of the very finest; much of t is strongly suggestive of the English type of landscape. The most beautiful and romantic drives abound in every direction, and many,

MAIN STREET, FROM CROSSING, SUSSEX, N. B.

after gazing upon the most celebrated views of the old world, have cheerfully admitted they had beheld nothing more exquisitely lovely than Sussex Vale. There is seldom, if ever, any fog, and however warm the summer day may prove, it is sure to be followed by a cool and refreshing night.

In short, Sussex has no equal in the Lower Provinces as an inland summer resort; and many whose business prevents them from indulging in rural repose, except upon the Sabbath, can find no more restful and quiet manner of spending that day than by leaving the city on the "Sussex train of a Saturday evening, returning by it to their counting houses on Monday morning.

The town contains Episcopal, Baptist, F. C. Baptist, Presbyterian and Methodist churches, in adition to the Salvation Army barracks, all within a few minutes walk of the hotels; besides which, at but a short drive along the most beautiful avenues, one may worship at the Upper Corner, with the Reformed Episcopalians, or at Ward's Creek with the Roman Catholics. In all those churches strangers may be certain of a hearty welcome and a good sermon, and, in most, of excellent music

The level streets, kept in excellent repair by being frequently turnpiked from the inexhaustible gravel beds of Trout Creek, afford unequalled facilities for travelling by buggy or bicycle. The distance from St John, only 45 miles, is a favorite spin from that city, and a large and enthusiastic local bicycle club stands ever ready to entertain the knights of the wheel. Ample accommodation for a large number of travellers is provided for by two extensive and well appointed hotels, whose proprietors lavish all possible attention upon their guests.

As may be inferred from the names of its streams the country around was, in the old days,

PLEASANT CR CONNER'S LAKE, NEAR SUSSEX, N. B.

a perfect paradise for sportsmen. Within 15 miles are a dozen lakes of goodly size, where even yet one may capture in half a day 10 dozen trout or more, averaging half a pound in weight. In other lakes nearby, the fish, though not so numerous, are of large size, trout of three and four pounds being quite common, while some have been killed actually weighing 7½ lbs. each. Some of these lakes are now the property of clubs, which have erected tasteful lodges and cabins for the delectation of their members and guests; at the remainder the fishing is still free to the public.

Sportsmen will also find partridge plentiful within 10 miles in almost every direction. Black duck are obtained in good numbers on the Smith's Creek and at many of the above-mentioned lakes. Fairly good woodcock covers lie within five miles on the road to Apohaqui. Those desirous of large game will find no more advantageous point than this from which to reach the Canaan barrens, only 35 miles distant, which are the best ground for Moose in southern New Brunswick. Caribou are not now abundant, but red deer are quite numerous at Springfield and seem to be extending through Studholm and Havelock. Good teams, with experienced guides to all these points, can always be had on short notice and at reasonable rates.

The publishers are indebted to L. Allison, Esq., for this "write up."

The Bank of Nova Scotia has a branch here. The principal hotels where tourists and travellers will find every comfort and accommodation are: The Queen Hotel, P. Doherty, proprietor, and the Depot House, A. B. Pugsley, proprietor. The following business people are doing first-class trade; their places of business are a credit to Sussex: William Howes, of the Sussex Foundry; Huestiss & Mills, general dealers and agents; Dr. J. J. Daly, dentist; S. H. Langstrath, dentist; C. H. Fairweather, druggist, etc; John Thompson, tailor; C. F. Givan, photographer.

BIRD'S EYE VIEW WOODSTOCK, N. B.

WOODSTOCK, N. B.

WOODSTOCK, the shiretown of Carleton County, and the chief commercial centre on the river above Fredericton is a town of some 4,000 inhabitants, beautifully situated on the St John River, 60 miles above Fredericton. The Meduxnakeag, a tributary of the St. John, divides the town into two parts, and in the valley formed by it the greater part of the business is done, though, as the town grows, business places are being built on the higher ground. Woodstock has a very rich farming country behind it, sometimes called the garden of New Brunswick, (and, really, the magnificent landscapes, fine farms, and highly cultivated fields well deserves the name), which supplies a very large local trade.

The growth of the town is steady and more rapid than most New Brunswick towns. There are a number of factories, among them being a woollen mill, which does a large business: a ladies' wrapper factory, which turns out goods, sold all over the Dominion, and employing from 50 to 75 hands Within the past few weeks a Canning and Pork Packing Factory has been established, which promises to become a very important industry. There are two large foundries and manufacturies of farming implements, Small & Fisher Co. doing a very large business; two woodwork-

MAIN STREET AND SQUARE, WOODSTOCK, N. B.

SMALL & FISHER CO., L'td.

MANUFACTURERS OF AND DEALERS IN

Rotary Mills, Shingle Machines, Mowing Machines,

Sawing Machines, Threshing Machines, Feed Mills,
Root Pulpers, Plows, Harrows, Cultivators, Churns, Hot Air Furnaces,
Stoves, Horse Hoes, Carriages and General Machine Work.

Address, SMALL & FISHER CO., Woodstock, N. B.

THE DESPATCH,

Independent in Politics. A Fearless Critic.

Woodstock's Lively Paper.

Price $1 a Year in Advance.

ALL KINDS OF JOB WORK DONE.

Published by **APPLEBY & KETCHUM.**

MAIN STREET, WOODSTOCK, N. B.

ing factories: three waggon and carriage factories. With business places the town is well supplied, and scarcely a store of any importance that has not a plate glass front.

Woodstock is the centre of a splendid agricultural county, equaling in many respects the Western Ontario districts. The farmers have fine houses and out buildings, and raise good crops. Indian corn is grown most successfully in parts of the county. The C. P. R. is the only line of railway now passing Woodstock. When the river is high the steamer Aberdeen plys between this town and Fredericton, and a line of railway between Woodstock and Centreville, a lively village, some twenty miles distant, is in course of construction. This railway will probably connect with the Bangor and Aroostook system.

Woodstock is about eight miles from the American border, and some twelve miles from Houlton, Me., the principal town in Aroostook Co. The drives in the vicinity of this town are unequalled. The hotel accommodation is excellent; its principal hotel being the Carlisle. There are also other good hotels, such as the Exchange, etc. The Peoples Bank of Halifax has a branch here. Woodstock is about three hours ride by train from Grand Falls. The roads in the surrounding country are excellently adopted for bicycling; that between Woodstock and Fredericton being particularly good.

Woodstock has three papers issued weekly, viz.: "The Dispatch," "The Press," and the "Carleton Sentinell."

DOMINION BUILDING, WOODSTOCK, N. B.

McALPINE'S

West Indian and South American DIRECTORY

Is now under way and will be Published Shortly.

FOR ADVERTISING RATES AND PRICE OF BOOK, address

McALPINE PUBLISHING CO.,

SAINT JOHN, N. B.

QUEEN SQUARE AND GARDENS, CHARLOTTETOWN, P. E. I.

PRINCE EDWARD ISLAND.

AS A SUMMER RESORT, ITS ADVANTAGES FOR SUMMER TOURISTS. A BRIEF SKETCH OF ITS FORMER HISTORY AND A SUMMARY OF PLACES ON ITS EXPANSE, FROM WHICH HOLIDAY SEEKERS CAN CHOOSE AN ABIDING PLACE DURING THE SUMMER SEASON.

ABEGWEIT, OR "QUEEN OF THE WAVE."

"Generations pass as they have passed,
A troop of shadows moving with the sun.
Thousands of times has the old tale been told."

THE old Indian name of "Abegweit," and its suggestive meaning, is most appropriate to the little Island of Prince Edward, situated, as it is, in the south-eastern part of the Gulf of St. Lawrence, and lying directly under the influence of the Mexican Gulf Stream. In its early days, when the "red men" were its sole possessors, and called it by the name they loved; its

PRINCE EDWARD ISLAND.

Fast Daily Service in connection with Trains for BOSTON and UNITED STATES, MONTREAL CANADA and the WEST.

The Charlottetown Steam Navigation Co., Lt'd.

Steamers "NORTHUMBERLAND" and "PRINCESS."

LEAVE as below every day (Sundays excepted): From **Point du Chene** (on arrival of train from St. John) for **Summerside,** connecting there with Express Train for **Charlottetown.**

From **Summerside** (on arrival of morning train from Charlottetown) for **Point du Chene,** connecting there with day train for St. John.

Connection at Moncton with Railway for Canada, and at St. John with steamers of International Line for Boston and Railways for United States and Canada.

Time from **Charlottetown** to **Boston** or **Montreal** is only 24 hours, returning, Boston or Montreal to Charlottetown, 27 hours.

From **Pictou** (on arrival of day train from Halifax) for Charlottetown.

From **Charlottetown** at 6 a. m. for Pictou, connecting there with day train for Halifax.

Connection made at **Stellarton** by Intercolonial Railway with **Eastern Nova Scotia** and **Cape Breton.** Time—Charlottetown to Sydney, 14 hours

Connection at Halifax with Canada Atlantic and Plant Line steamers "Halifax" and "Olivette" for Boston.

Through Tickets to be had at Grand Trunk, Canadian Pacific, Intercolonial and P. E. I. Railway Stations, and on the Company's Steamers and all connecting lines.

CHARLOTTETOWN, P. E. I. **F. W. HALES, Secretary.**

FORT EDWARD, VICTORIA PARK, CHARLOTTETOWN, P. E. I.

real name, given afterwards by the French, was Isle St. Jean, as it was discovered by Sebastian Cabot on the twenty-fourth day of June, 1497, the anniversary of the death of St. John the Baptist. Afterwards, in 1799, when the Duke of Kent was commanding the British forces at Halifax, N. S., the Island was given its present name in his honor, thereby forming a lasting memorial of that period. From the extremity of East Point to (that dread of all mariners) the huge wedge of sandstone known as North Cape, the Island measures one hundred and fifty miles in length, its width varying from four to thirty miles.

On approaching it, a stranger is forcibly struck with the realization of how extremely appropriate is the common designation, "The Garden of the Gulf," for it looks one immense garden, with its velvet turf, its luxuriant many shaded trees, immense fields of grain and wheat, and its beaches and cliffs of red sand, adding a strong touch of color most acceptable.

The climate is extremely healthful, fogs being very rare, while extremes of temperature are almost unknown. During the summer season, be the heat what it may, the sea-breeze that comes, in all its balminess, redolent of the salt air, and perfumed on its way with the scent of the ferns and flowers it touched in passing, is always most acceptable, and reminds one very forcibly of the breezes of the south

For invalids and convalescents the restorative properties of the Island air are undoubted, they are but rarely rivalled on the whole of the eastern continent, and are never in any way excelled. Perhaps a few words of the early history of the Island Province may prove interesting reading to those who hitherto have paid but little attention to aught but the fact that such a place existed; but who may resolve that in the near future they will see for themselves what the Island is like.

For a long time in the possession of the Indians—a tribe known as the Mic Macs, a branch of the Algonquins, it was for many years inhabited solely by them, but was settled by the French early in the eighteenth century. Those early settlers had no easy labors in clearing the densely

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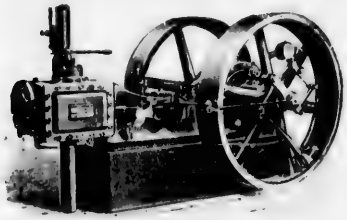

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wooded forests; for, after obtaining space enough to build their huts, and once starting life in the new country, matters went hardly enough with them for a time. It is supposed that many of them were removed from their homes after the fall of Louisburg, but there is much diversity of opinion on that point, as, after the recapture of the Citadel by General Wolfe, but very few families were found to have been taken from the Isle St Jean.

The first French inhabitants of the Island came from Bretagne, Picardy and Normandy, and their descendants are to day known as "Acadians." They speak a peculiar kind of patois, very hard to understand, and one which to comprehend necessitates a knowledge of their idioms very few would care to acquire. But they form a peculiar feature of interest to the traveller, do these Acadians, and in some of the French villages like Rustico and Tignish, can be found some few of the old French dames, with their love for old time customs so plainly manifested, that they still adhere to the short skirt, cap and kerchief of their great grand mother's days, and invariably, while speaking to the stranger or while walking along the roads, is their knitting in their hands, and the click of the needles form rather a musical accompaniment to the conversation. For the majority of them speak fairly good English, and, as they are not a reticent people, they love to speak of the days of their former glory, and relate old stories and legends, some of them replete with dead and gone superstitions superstitions clothed with a weird sort of romance, and which give to the stories an indescribable charm.

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CHARLOTTETOWM, P. E. I., LOOKING EAST FROM POST OFFICE.

On Lennex Island, and at Rocky Point, are still to be found remnants of the original tribe of Mic macs. They are a most peculiar and singularly interesting people to those who love to study the characteristics of different peoples They are reticent in speech, but when any one succeeds in engaging their attention sufficiently to induc them to tell stories of their ancestors, the amount of real facts elicited (told with a slightly hesitating speech, and in pretty, broken English) and mingled with romance enough to set a novelist on the qui vive, will amply reward efforts which have very often to be made to induce an Indian to talk to the "white man," for whom he does not entertain any great regard. They have been a powerful people—old time warriors in fact, but a very small trace is to be found in the present day Mic mac of the martial traits which distinguished their forefathers: they seem to be content to live on the glory which their ancestors have won for them, and in that contentment exist only, for it can hardly be called living, and the race is fast dying out. They live principally in camps, modern improvements touching even their peculiar style of abiding place, for the birch trees of the Island being rapidly used up, birch bark is no longer available as a covering for their camps, and modern tar paper forms a substitute, making a kind of compromise between the old days, when the people themselves were all powerful, and the present days when they are all but forgotten. But in submitting to the inevitable in accepting modern coverings for their homes, is about all they will do, for they sit on the ground in front of their camps, weaving their baskets, making rustic seats, and chatting in their soft, peculiar language, utterly oblivious of the gaze of strangers, and perfectly happy under the blue canopy of heaven, in the midst of the trees and flowers they claim as theirs by right and within sound of the musical "swish" of the waters of the sea, far from which an Indian's camp is rarely pitched.

When the Island was first held in possesssion by the English crown, it was cut up in lots, each lot being numbered as it was taken up, hence the reason why, in studying the geography of the Island province, the lots run in a most erratic course, and do not follow each other. Those early settlers

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were of all nationalities, French, Scotch, English and Irish. Some parts of the Island to the present day retain the Gaelic language in the home circle, and that in marked preference to English it being no uncommon thing to meet in the country districts old people who can do no more than wish you "good morning" in the language of Her Most Excellent Majesty. And there are Lowlanders as well, with the inherent opposition of their native land to the "Hieland" clansmen, but with the strong virtues, economy and thriftiness which has always been the Lowlandman's main characteristics. And of the Irish the same - all counties of the "ould sod" have their representatives, and the charm of the sweet Irish tongue is not lacking when one wishes to hear fairy tales or ghost stories, from the descendants of the first Irish settlers on the Isle St. Jean.

With such a mixture of nationalities, and, consequently, of creeds, it is small wonder that the early history of Prince Edward Island contains accounts of much bad feeling among its people, as well as the records of much religious trouble. But after the tenant league, and the solving of the school question, the people became more unanimous in intent, and bent their energies to interests which were mutual as well as personal. Previous to the entering of the province into confederation the Island governors came from "home," as England is familiarly called, and many are the christian names of the people taken from the surnames of the former governors of the province. It is repeatedly asserted that despite all that later days and innovations have done for P. E. I., that the old days of "Home" government were the "palmy ones; and as far as strict adherence to English customs, habits and social observances are concerned, in a sense the assertion is true

For today American customs and manners have so worked their way into the social circle and into the speech, as well as the grammatical structure of the language, that we find, on the one hand, many evidences of old English customs and habits, and, on the other, the pronounced democratic ideas of those born under the "stars and stripes." But the Island is universally loyal to the tri-color, and boasts of her allegiance to the old flag, at the same time appreciating thoroughly the beauty of the one which represents the land of the free, and which can be seen prominently on entering the harbor en voyage to the capital. And while loyalty is universal, there yet remains in the country places the old world customs and manners, coupled with an earnest, genuine, open-hearted hospitality, that is a relief to find in these days of rush and hurry.

The government of the Island in former days, consisted of two houses, the Legislative Assembly, formed of thirty members, and the Upper House, of fifteen. At the present time it is composed of thirty members of the Legislative Council; the Premier is the Hon. F. Peters, who has been recently employed as counsel in the Behring Sea case. The Federal representatives from the Island, comprise five members and four senators. The Hon. L. H. Davies, the present Minister of Marine and Fisheries for the Province, being the first Minister (with portfolio) since the death of the Hon. J. C. Pope.

QUEEN SQUARE, CHARLOTTETOWN. P. E. I.

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And the sea is flecked with the white-capped snow
The birds from Heaven their key note take,
And breezes blow.

Willows are drowsy in Acadie,
Land of the now and the long-ago
O weary city folk, come with me,
Where breezes blow." — H. A. WOODWORTH.

THE Province of Prince Edward Island is divided into three counties King's, Queen's and Prince. Charlottetown the capital is situated in Queen's county and is a town of over twelve thousand inhabitants. It is built on one of the most magnificent harbors in the world, at the head of Hillsborough Bay, and just at the point where the East, West and North rivers meet, and known as the three tides. On entering the harbor old Fort La Joie is passed, a spot which in another place will come in for its share of more than just "honorable mention", as it is one of

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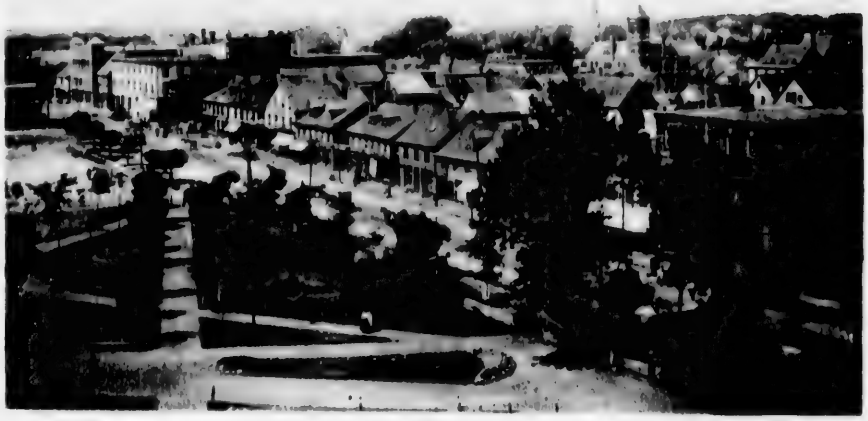
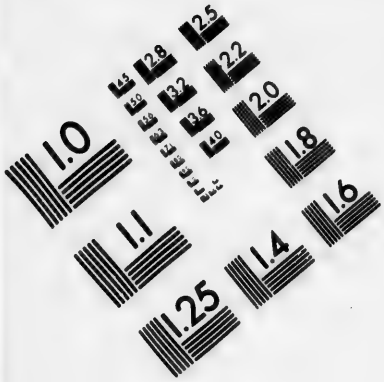
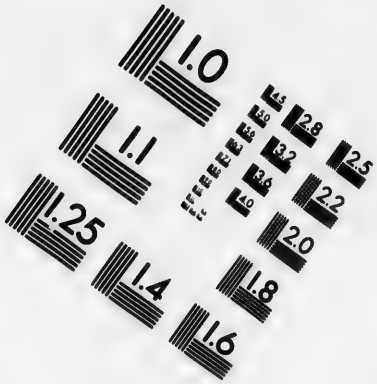


GRAFTON STREET, CHARLOTTETOWN, P. E. I.

the most interesting portions of the whole Island, being the place where the French soldiers on first landing, built their fort and pitched their camps.

Charlottetown was formerly known as Fort La Joie, or Joy Harbor, and dates back to the year 1700. It is a well laid off little city, well lighted with electricity, and with a system of water works second to none in the world. It is most attractive in summer, from any and every point of view, and is naturally the landing place of first importance. Charlottetown is up-to-date, possessing most of the modern improvements, excepting street cars, an exception that one energetic member of the city council, MR. DONALD NICHOLSON, the Tobacco manufacturer, has been working hard to overcome ever since he has had a voice in civic matters, and it is to be hoped his efforts will be rewarded in the very near future. The streets are wide and particularly well laid out, the principal ones with their cool shady trees, presenting a beautiful appearance during the time that the foliage forms a cool, restful shelter from the glare of the summer sun, which even in "Acadie" can make its presence uncomfortably felt at odd times. Some of the dwelling houses are remarkably handsome, the greater number of them being of wood. The principal public buildings such as the Bishop's Palace, the Colonial Building, Masonic Opera House, etc., are of stone, and are large, handsome and commodious structures. One of the prettiest sacred edifices in the city, is the Kirk, built entirely of Island stone, and a splendid sample of what can be obtained from the quarries. Not far from it, cosily nestled among the luxuriant foliage of immense horse chestnut trees, and with its symbol of faith far aloft, is St. Peter's church, Episcopal. An addition to it is in the form of a chapel for week-day services, and it has been erected in memorial of the former Priest Incumbent, the late Rev. G. W. Hodgson, whose memory will long be a loving recollection not only to those among whom he labored, but to all those of his native province, who, while perhaps differing from him in point of doctrine, valued him at his worth, an inestimable one.





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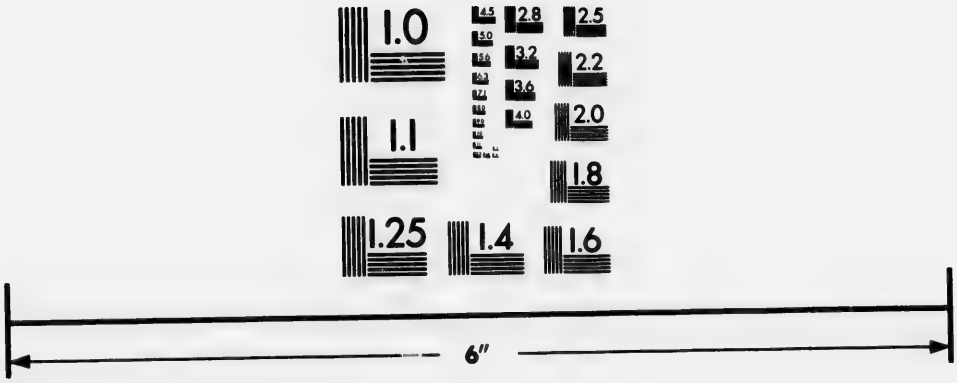

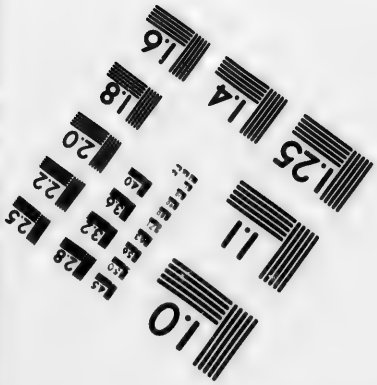

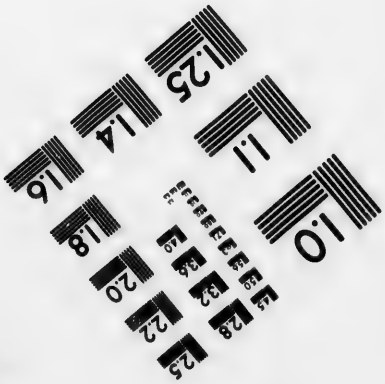

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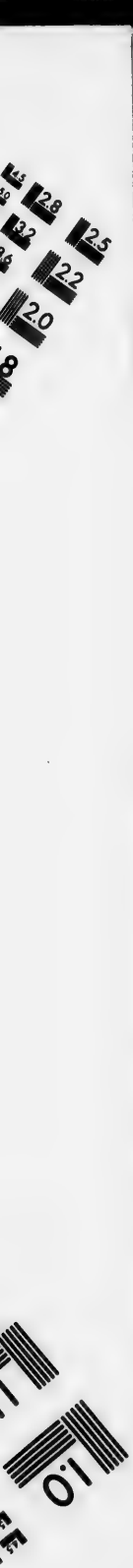
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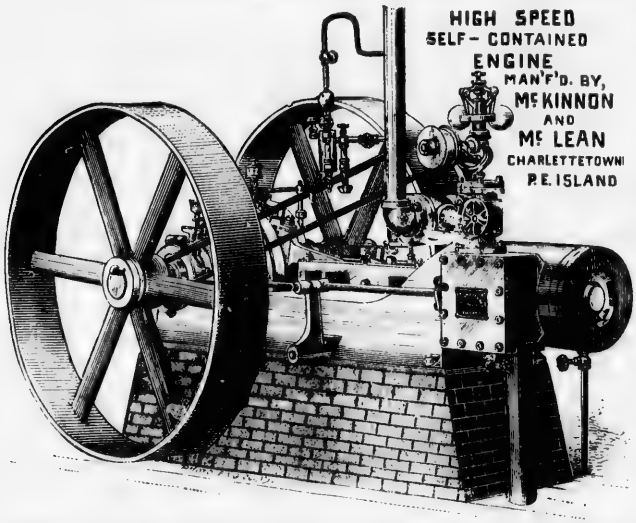

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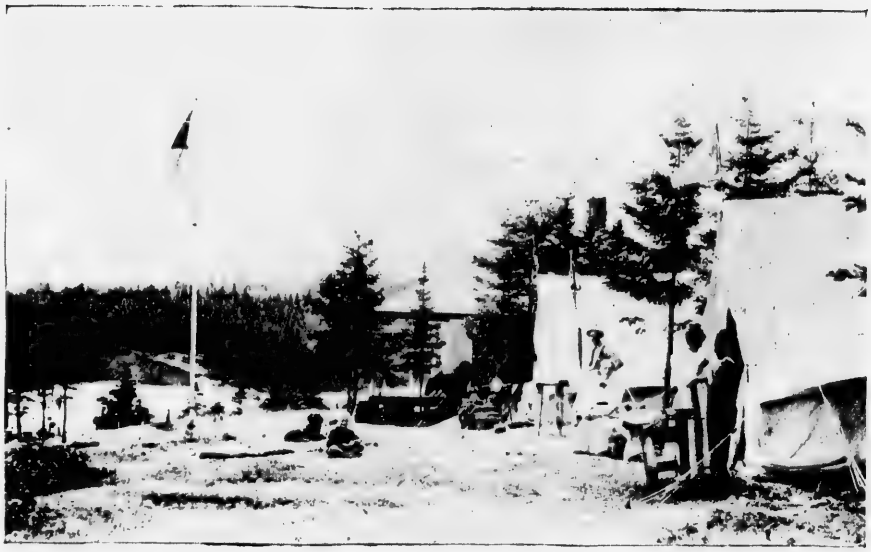
CHARLOTTETOWN, P. E. ISLAND.

The First Methodist Church on Prince Street is a large brick building, one of the largest congregations in the city belonging to it. About four blocks above it is the Baptist Church, with an ever open welcome for all visitors, irrespective of class, or creed. Zion Church, another Presbyterian church is a very pretty structure, while new St. Pauls Episcopal is a gem of modern architecture, and generally admired, both externally and internally. The new Roman Catholic cathedral now under process of construction, is a building which is going to be a great credit to the city, and when finished will be one of the finest cathedrals of its size in the Dominion.

One's first impression of the capital city on coming within sight of it from the harbor, is that it is built on a hill, but the impression proves erroneous on landing: for the ground is just rising enough to add a touch of picturesqueness: while no hills of any account to tire either the pedestrian or enthusiastic wheeler are to be found within the city's limits. The attractions offered to bicyclists by either the capital city itself, or the adjacent country roads, are innumerable, and the two cycle clubs,—the C. W. A. and the C. A. C. C., extend their hospitalities to all visiting wheelmen; and as the members of both clubs, are one and all, "jolly, good fellows", they very soon initiate strangers as to the best wheeling places, as well as the best destination to have in view when out for a "spin". And the ladies in and about the city who have taken to the "silent steed" are numerous: therefore visitors of the gentler sex can rest assured that they will make no mistake in bringing their wheels with them, as the Island possesses every facility for wheeling, and cheerful companionship on bicycling expeditions is never wanting. At the west end of the city, with a capital bicycle path and magnificent roadway for pedestrians and carriages, is Victoria Park, a natural park interspersed with the most beautiful, shady walks, and enticing resting places that can well be imagined. From the outskirts of the park, the full benefit of a delightful sea-breeze can



HOLLAND COVE, P. E. I.

be had, and a magnificent view of the harbor is obtainable from the fort which is situated on the summit of a hill, directly at the entrance to the park from the roadway. The "fort" is practically a misnomer; still it is called such, and contains several weather beaten guns, which as far as defence is concerned could do but little, but it is to be hoped that the Island will long continue in need of no more formidable weapons of public defence, than those which grace (?) the "fort" in Victoria Park Part of the park is laid out in Lawn Tennis grounds, Cricket and Football spaces, the whole forming an attraction which brings many to partake in either amusements provided, or simply to enjoy to the utmost the scene and surroundings.

Charlottetown has three squares, and Queen Square the only one that has had any attempt at ornamentation made in its behalf, is a decided addition to the city, besides being very beautiful. In its centre stand three public buildings, while the adjacent grounds, laid out in tastefully shaped flowerbeds, are, during the months of June, July and August, a mass of gorgeous, as well as dainty blooms, the beauty of which are only rivalled when the deepening Autumn, changes the foliage to warm red hues, golden leaves gleaming here and there, as if to suggest that summer is loth to say "good-bye". A fountain casts its cool refreshing waters into the pond below, while all over the square cosy seats are placed: and a band stand in the centre tells of many summer evenings rendered pleasant by the strains of music supplied by either of the city bands. Hundreds and hundreds of people, Charlottetonians and others, enjoy to the utmost the attractions offered them by Queen Square, more especially on an evening after a long summer day, when the music, flowers and shade, form a tout ensemble worth partaking in.

Dundas Esplanade is another very attractive part of the city On it are to be found some of the handsomest dwelling houses, among them the residence of John Ings, Esq., Hon. Daniel Davies, the American Consul, Mr. D. J. Kane, Capt. Tooker, R N., and the City Hospital, under the

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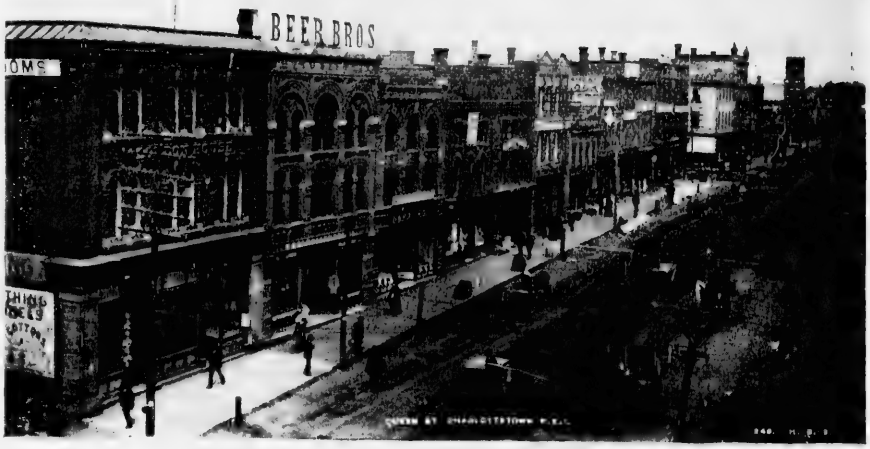
Grey Nun's charge. With the latter building is connected a story romantic enough to be remembered, and one which is invaribly told to visitors by any of the good sisters who show strangers over the institution. Farther out is Brighton Road, upon which face many fine private residences, Mr. F. Perkins, Mr. W. C. Harris, Mr. C. W. Hyndman, and Chief Justice Sullivan all residing there Immediately opposite the park are the Goverment buildings, Almshouses etc., while in close proximity are the militia camping grounds, where the troops camp for about twelve days in the early part of July. Representatives of the Island militia were not forgotten in the contingent that was sent home for the Queen's Jubilee Celebration, as Surgeon Major James Warburton and Col. Longworth accompanied Canada's Premier to England on that occasion.

And here it is but right to give a few words to the different volunteer corps of the Island. Col. Moore's name comes first on the list of officers, as D. O. C. for the Province, and Col. Doherty, at the head of the 82nd Battalion, has eight companies under his supervision. There are five companies in the 4th regiment of the Canadian Garrison Artillery, under Col. Longworth, and Major Weeks has under his charge one Company of Charlottetown engineers, composed of one hundred and six men.

HOTEL ACCOMMODATION.

THE DAVIES, under the proprietorship of MR. J. J. DAVIES, is a first-class hotel in all respects, being large, airy, and commodious, lighted with incandescent lights and supplied with attentive waiters. Its table is always abundantly supplied with all the delicacies of the season, and the comfort of the guests at the DAVIES is considered in every way. THE QUEEN, on Water street, farther west than the DAVIES, is conducted by MR. P. P. ARCHIBALD, and is another first-class house. THE REVERE, kept by MR. P. S. BROWN, while being much smaller than



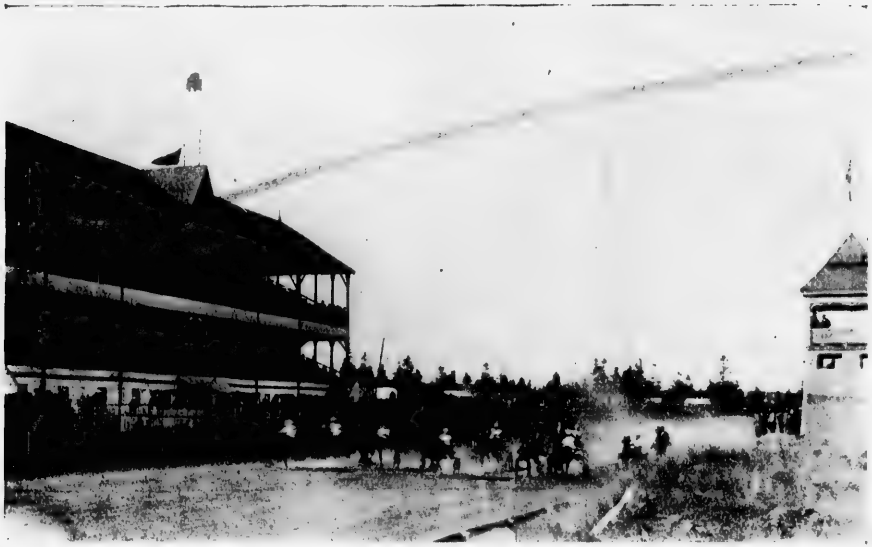
QUEEN STREET, CHARLOTTETOWN, P. E. I.

the other two, is equal to either as far as fittings, conveniences and cuisine is concerned. Besides these hotels many private houses and smaller hotels are open for the accommodation of summer boarders, and offer good home comforts at extremely moderate prices, the highest rates asked by any private house being not more than three dollars and a half per week.

The industries are well represented in Charlottetown—and the busy hum of the factories and mills add their quota to the buzz and noise of the busy little city. Flour mills, canning depots, tobacco factories, furniture factories and machine shops, the largest of which latter is BRUCE, STEWART & Co., also J. D. LAPTHORN & Co's extensive soap factory, all of these form part of the industries of P. E. I. MARK WRIGHT & Co represent the largest furniture establishment, their immense showrooms being on the corner of Great George and Grafton streets, their factory on Kent street. John Newson & Co. are directly opposite the last named firm's showrooms, and their business in the furniture manufacture and sale is one of the oldest and best established that the province possesses.

THE CENTRAL CREAMERY, which, up to the present time, has been under the most efficient charge of MR. T. J. DILLON, of Ingersoll, Ont., is a great centre of attraction to both towns people and strangers. It is visited by hundreds every week, and it is most interesting to watch the different processes, from the separating of the cream from the new milk, to the final production of the luscious, tempting looking butter for which the Island is far-famed, and which is sent to all parts of the world.

The clothing shops are very fine, and among the best are the McKay Woollen Mills, an exceptionally large shop on the Bargain Corner, the trade of which is as well established, through its own make of cloths, abroad as it is at home, and next to their shop comes John McLeod & Co., John McKenzie, and directly across the street, S. A. McDonald, D. A. Bruce's being farther south on Queen street. The above constitute the leading tailoring establishments, and in any or all of them a man can get "suited," be he ever so fastidious.



EXHIBITION GROUNDS AND RACE TRACK, CHARLOTTETOWN, P. E. I.

The dry goods shops are equal in every way to those of the large cities of the Dominion, and none of the latter offer any better class of goods, or any more fashionable lines of either ladie's or gentlemen's requirements, than can be found in Charlottetown. On the west side of Queen Square stands Heard's brick row, on the south side the Cameron and Stamper buildings, and on the north, "Sunnyside," one of the brightest and most cheerful spots in the city, and on which are to be found Perkins, Sterns & Turner, with a new shop just opened. Buyers from W. A WEEKS & CO., LONDON HOUSE, Moore & McLeod, Beer Bros, all on Heard's Row; Stanley Bros, James Paton & Co., and Prowse Bros., The Wonderful Cheap Men, and from the Sunnyside firm, visit the English markets twice a year, thereby keeping the class of goods to be found in Charlottetown not only equal in quality to that of other cities, but lower in prices, a fact that has been proven by many visitors, and one they have shown tangible appreciation of.

The bookstores are three in number. Haszard & Moore, on "Sunnyside," have just opened an especially large and commodious one. George Carter, on the west side of the Square, keeping an assortment of splendid goods, worthy of patronage, while McMillan & Hornsby keep as fine an assortment of stationery, etc., as there is in the city.

Verily the Island capital is the home of drug stores, and drugstores of the very prettiest as well. W. R. Watson, next to George Carter & Co's, is a marvel of neatness and unobtrusive elegance, added to which is its reputation as one of the oldest established drug businesses in the city. Mr. L. W. Watson, the successor to the old firm, is always genial, affable and attentive, and takes more than usual pride in trying to please his many customers.

The Apothecaries Hall, Mr. G. E. Hughes, proprietor, is on the corner of Grafton and Queen streets, and does a rushing business. Its popular manager is a member of the city council, and one of the most energetic, far-seeing members it possesses. He is now almost as well-known in that

POWNAL BAY, P. E. I.

capacity as he is in his drug business, and his reputation in that line is particularly staunch.

A. W. Reddin has a beautiful little drug store on "Sunnyside," and as "Art" is one of the boys in popular favor, he caters to a trade of the best. Reddin Bros., S. W. Dodd, C. D. Rankin's, and Johnson & Johnson's two handsome stores, one up and one down town, complete the list.

AULD BROTHERS are doing a very extensive business in eggs and produce. PEAKE BROS. & Co. have a large ship-chandlers establishment.

The medical men in Charlottetown are graduates of Edinburgh, London, Harvard and McGill, bearing reputations which have been earned by proving themselves capable of performing most faithfully the duties of their noble profession.

The dentists of the city must not be passed over, as they are at the top of the ladder in their profession. The dental parlors of Drs. J. S. Bagnall, J. Murray, J. Ayers, and T. C. Robins, rank as high, in any and every dental requirement, as those of any in the provinces. And a recent addition to the list is the Berlin Dental Parlors, Drs. J. F. Maloney and C. E. Kennedy being the dentists in charge. The parlors are over the store of Prowse Bros., and the crown and bridge work done there brings patrons not only from every portion of P. E. I. but from neighboring provinces as well, and the painless dentistry which the Berlin Parlors advertise to do has been tried, proven, and is certainly all the Parlors advertise it to be.

The tonsorial artists of Charlottetown have almost escaped notice, not on account of their inferiority, but because their reputation is so well established outside of the province, that it seems unnecessary to speak of them. George Moore, on Grafton street, W. J. Dillon, on Queen street, and "Joe" Gillis, command the principal trade. The last-named is said to be the best barber in the Maritime Provinces, and a "*rara avis*" in his manipulations. He learned his business in Boston and New York, and visitors from both cities say his rival is not to be found.

RIVER ROAD, SHOWING ENTRANCE TO HARBOR, CHARLOTTETOWN, P. E. I.

The members of the city council are: Messrs Horne, Taylor, McArron, Douse, Hooper, Hughes, Nicholson, and Dr. H. D Johnson. As it should be, they represent the mercantile, trades, and professional portion of the community. The city newspapers are the Patriot and Examiner, both evening issues; the GUARDIAN, a morning paper, is distributed in time to make its appearance on the breakfast tables of the greater part of the province. The Patriot is Liberal in politics, and is the only paper in the province with a lady representative on its staff. The Examiner is Conservative. and the GUARDIAN independent. The weeklies are the WATCHMAN, the Herald and the Islander, with a weekly edition from each of the dailies, the GUARDIAN issuing a semi-weekly as well. The Island press, generally, is not afraid to say what it thinks, remembering the motto of Euripides:—

"This is true liberty, when free born men, having to advise the public may speak free."

To the Masonic fraternity is due the thanks of the theatre going public, for a magnificent OPERA HOUSE, which was completed but a comparatively short time ago. It has filled a long felt want, as now some excellent companies visit the city during the summer season, and the energetic committee in charge, of which MR. DUNCAN McLEAN is secretary, lose no opportunity to provide the people with the very best entertainments they can procure. The OPERA HOUSE is on Grafton street, and is in itself worth seeing, as it is said to be in style and finish one of the finest (of its size) in the Dominion.

In addition to the Masons, the fraternal orders of Charlottetown are: Oddfellows, Foresters, Sons of England, Hibernians, Caledonians, Orangemen, Sons of Temperance and Good Templars. And to return to the business houses once more, it is only fair to mention the hardware shops, which are splendidly equipped with all requirements in their line, even to the adoption of the

SILVER STREAM, MORELL RIVER, P. E. I.

bicycle trade, for in the majority of the hardware shops, a wheel, or several of them, is an indespensible part of the window decoration.

W. E. Dawson & Co., are at the present time the oldest hardware firm in the city; Wm E. Dawson, Esq, having been the chosen representative of the city in the capacity of mayor many times in succession. He is an affable, genial gentleman, wide awake to the interests he has at heart, and is ever anxious to show to strangers all the opportunities the city affords, for either pleasure seeking or profit.

S. W. Crabbe has a fine hardware store on the corner above Mark Wright & Co's showrooms, and also on the famous "Sunnyside," and R. B. Norton & Co, Dodd & Rodgers, Fennel & Chandler, have each, large and commodious shops in the same line of business.

While the dry goods, drug, etc., portion of the community have in turn been made known, it is only fair to J. D. McLeod & Co, Saunders & Co, Beer & Goff, etc., to say that their grocery shops are exceptionally bright, clean and tempting looking, and contain in addition to their regular lines of goods, all the delicious fresh fruits and dainties that can be obtained from abroad.

As to restaurants, the Hub, Victoria Cafe and A. N. Large's will supply any craving of the "inner man" and as the Island air is especially a producer of good appetites, to those not accustomed to it, the "inner man" manifests himself very often between the regular meal hours. The Hub is especially fitted for ladies patronage, and is conducted by Mrs. A. S. Hewitt. As to its cuisine, it is not excelled anywhere in the provinces—in particular its oyster fries, they would tempt an epicure, and in a land of good oysters, and oysters well cooked, that is saying a great deal. The Victoria Cafe and Large's are more fitted for the patronage of gentlemen, while Carter's, Hutcheson's and Quirk's form the centre of attraction for ice cream during the summer months.

TROUT FISHING.—WINTER RIVER, P. E. I.

As to the Market: It is one of the "sights" that no visitor to the Island capital should ever miss. The market building is situated at the extremity of Queen Square, and "market days", are Tuesdays and Fridays of each week. From early in the morning the different approaches to the city are thronged with horses and many kinds of vehicles, bringing in the country people and their wares to market. Passing through the lower part of the market house, the array of meats, poultry, vegetables, etc., which greet the eye, are sold at prices that would send a Boston boarding house keeper to an asylum, they are so low, and in addition to that are of the best quality, not surpassed anywhere. Passing upstairs, the butter, tastily arranged in baskets, eggs, lettuce, radishes, strawberries, and all kinds of fruit in season, make one realize very forcibly all the Island can produce. That market seems to be the attraction of persons on more than marketing bent, for one sees on every visit to it, groups of ladies engaged in earnest conversation; dressed prettily and looking most charming, discussing probably the latest sensation, and most certainly under the impression that their household duties were the principal motives which brought them out, that morning in particular And all the latest news is heard in the market. The latest arrivals are chronicled within those precints, and the latest scandal is retailed with a vim and zest worthy a better cause. At least that is what 'they' say, it is a moot question, however, and Charlottetown market cannot be surpassed. Any stranger visiting it, will find plenty of material to be interested in, at the same time he will obtain much knowledge of the country people, and their peculiarities.

To return to the business portion of the city, and the industries which are every year becoming more numerous—Messrs. N. & M. B. Rattenbury are about having started in process of construction, a pork establishment, which is to be conducted on the same principle as those of the famous stock yards of Chicago They may not go so far as to put the living pork in at one end and have it come out sausages, but since the imagination can be stretched in the one instance, we

can suppose it in the other, only remembering at the same time, that the Island establishment will not be behind in any way, and knowing that what one can do, the other may do.

And as to Livery accommodation? P. E. Island is well known as the home of good horses, and Charlottetown offers some of the best livery accommodation to be found in the Maritime Provinces, and WORTH, A. N. Large, Fred Robins and J. R. STANLEY, will each send out a team worth having, and at rates most moderate. There are several others who hire horses at low rates, but those people do not belong to the regular livery business.

The new city building on the corner of Queen and Kent Streets, is one of fine appearance, it is a brick structure, and is commodious enough to provide offices for each department of the city works. beside which, the fire engines and their fully appointed equipments, are below stairs, the engines ready at a moment's notice to be in the ready and willing hands of the fire department, which, under the direction of Chief A. N. Large, is a very efficent one.

At the eastern part of the city, stand the Exhibition buildings, which, holding every autumn an annual provincial fair, offer many attractions during the late season. In connection with the buildings, is the finest driving park in the Maritime Provinces, a track that would induce any trotter to emulate Maud S., and one on which many fast records have been made, and on which also some of the very finest races ever trotted by Provincial trotters have taken place. Just below the Exhibition buildings is Kensington shooting range, where the annual shooting competitions take place.

"Camping out" comes in for a great share of attention by both the natives and visitors to Prince Edward Island. Mention will be made elsewhere of the most acceptable places for this purpose.

For those who enjoy a pleasure trip on the water, good steamers ply up and down both East and West Rivers: both of which are most picturesquely situated, winding in and out of the most beautiful river-banks, the red clay of which is in strong contrast to the vivid green of the trees, fields and foliage above All along the sides of the rivers can be seen the cosy farm-houses, nestling with a look of comfort in the midst of luxuriant well-cultivated farms, betokening, in themselves the peace and happiness of a rural life.

The system of waterworks by which the city is supplied, has already been mentioned, but a drive as far out as the three mile run, where stands the pumping station which fills the reservoir, needs to be taken in, to be thouroughly appreciated. The well which never fails in its requirements, is always shown to the visitor, and many in number are those, who have gazed with more than ordinary curiosity, at the broken cup lying twenty-five feet below, the water being so clear that it seems but a few feet to the bottom of the well. The reservoir is a mile and a half distant on the Mount Edward road, and a splendid view of the city and its surroundings can be had from its gates.

Charlottetown is well lighted, two electric light companies providing incandescent light, one of them supplying the arc light for the streets.

Mention has been made of the city hospital, on Dundas Esplanade; at the other end of the city is found the P. E. I. Hospital and Training School, an institution well worthy of a visit, and one which, under the most capable management of Miss Tynan, takes no second place in comparison with similar institutions anywhere in Canada. As a memorial of the jubilee of Her Most Gracious Majesty, a new P. E. I. hospital is to be built. It will be at some distance from the old one, on a space of land donated by the Rev. Ralph Brecken, in fact the home of his childhood. It is a munificent gift, and one which will not only be a lasting memorial of the jubilee year, but a lasting tribute as well, to the large heartedness of the generous donor. The Victorian order of nurses is to be established this year, in regard to Her Excellency Lady Aberdeen's wish,

POST OFFICE, SUMMERSIDE, P. E. I.

and these in addition to the splendid training school in connection with the P. E. I. hospital, wil be of immense benefit to the community.

The Charlottetown Board of Trade must not be passed over, as it is comprised of the most influential and energetic men in the city. Its president, Mr. Horace Haszard, who is always ready to interest himself in anything that might prove of benefit to his native province, is courteous and attentive to strangers, and a man whose splendid business capabilities well fit him for the position he holds.

The law fraternity are well represented, and the following are amongst the prominent barristers, viz: PETERS, PETERS & INGS, A. A. McDONALD, C. A. SMALLWOOD, J. J. JOHNSTON, JOHN T. MELLISH and J. H REDDIN.

F. H. Hyndman, the genial general insurance agent, is doing a very extensive business, and his promptitude in matters in this line is deserving of great recommendation.

The P. E. I. railway extends from one point of the island to the other; trains leaving the capital for the principal points twice a day. Tignish the western terminus, is a small village most picturesquely situated near the North Cape. It is a very thriving little place, business-like in every turn, and it contains the largest fishing depot in the province, an establishment owned by J. H. Myrick & Co., an enterprising firm of Americans, who extend their business to the capital city, their shop there, in the line of general groceries, being the largest of the kind in the Maritime Provinces. The popular manager of the Charlottetown branch, Mr. J. T. Crockett, is especially interested in American tourists, as he is the vice-consul for the capital. Mr. J. H. Myrick and his son reside in Tignish, making their home permanently in the western part of the province. Tignish is one of the most prominent fishing stations on the island, and the catches of salmon, mackrel, trout, bass and lobsters, which are there obtained, form one of the most lucurative articles of export on the Island.

Tourists will find good hotel inducements at Captain Gallant's, in Tignish; while private houses will, during the summer season, accommodate visitors.

The next village is Alberton and it is in all respects, save being incorporated, a town, and an exceedingly thriving one at that.

HIGH SCHOOL, SUMMERSIDE, P. E. I.

SUMMERSIDE, P. E. I.

THE pretty little town of Summerside is beautifully situated on the northern side of Bedeque Bay, and its surroundings make it an ideal summer resort for all who wish the advantage of a town in close touch with the outside world, and from which a ten minutes walk brings one into the full summer beauty of the country, away from the hustle and push of commercial life.

Summerside is reached by the splendid steamer Northumberland, the finest passenger boat in Canadian waters—from Point du Chene, where one leaves the Intercolonial Railway. Also by the finely equipped and luxuriously furnished steamer Campana from Montreal, the trip down the river and Gulf of St. Lawrence, by this boat, being one of the most delightful experiences of a lifetime. It is also reached from Halifax by the steamer Fastnet.

Summerside is a neat and well-kept town of about 3,000 inhabitants, with a goodly number of extensive commercial houses, including an immense departmental store, three banks, two news paper offices (the principal of which is the Summerside Journal and P. E. I. Agriculturist, W. A. Brennan, editor and proprietor), a fine post office and customs house; it also has electric light, telegraph, telephone and express offices. The spiritual welfare of the place is looked after by the Presbyterian, Roman Catholic, Episcopal, Methodist, Baptist and other churches; the societies are represented by the Oddfellows, Foresters, I. O. G. T. lodges, and C. M. B. A. Branch; there are also three public schools, a convent and other public institutions usual to all up-to-date towns. There are two large hotels, the Clifton and Russ, which are excellent hotels,

PRINCE COUNTY DRUG STORE,

Summerside, Water Street, P. E Island.

J. A. GOURLIE, - - Proprietor.

OLDEST AND MOST RELIABLE DRUG ESTABLISHMENT IN PRINCE COUNTY.

We keep only the purest Drugs, and have always on hand everything obtainable in a **First Class Drug Store.**

Trouting Rods, Flys, Lines, Casting Lines, Gut, &c.

HAVANA CIGARS of the Best Brands, also TOBACCOS of all kinds, BRIAR ROOT PIPES, TOBACCO POUCHES, &c., &c.

Prescriptions and Family Recipes a Specialty, and the Proprietor's thirty-five years of experience is a guarantee of the care exercised in the dispensing of all medicines.

The Summerside Journal,

ESTABLISHED 1864.

- - AND THE - -

Prince Edward Island Agriculturist,

W. A. BRENNAN, - - Editor and Proprietor.

Go into more homes and are read by more people than any other two papers in Lower Canada, and are therefore without peer as advertising mediums.

The Journal is a news and family paper of eight pages of seven columns each, published every Wednesday. TERMS: $1.50 per year, or $1.00 if paid strictly in advance.

The Agriculturist, which is the horseman's recognized authority for the Lower Provinces, is devoted to the interests of the turfman and breeder, the farmer, dairyman and horticulturist, and is unsurpassed as a family paper and advertising medium. TERMS: $1 50 per year, or $1.00 if paid strictly in advance.

☞ Both Papers to one Address for $1.50.

Our Job Printing and Book Binding Departments

Are the most completely equipped of any in the Maritime Provinces with modern machinery, and we are in a position to do Book and Job Printing, Ruling, Binding, etc., in the very best manner and the latest style, giving satisfaction in every instance and at the Lowest Rates. ☞Call and see us when in town.

W. A. BRENNAN,

Cor. Queen and Water Streets, - SUMMERSIDE, P. E. ISLAND.

CENTRAL STREET, SUMMERSIDE, P. E. I.

besides a number of smaller ones and numerous private boarding houses, where good accommodation can be secured at very reasonable rates. There are two large livery stables, and it is no trouble to secure a stylish turnout at a small outlay.

For those who enjoy boating and sea-bathing, Summerside harbor affords exceptional advantages and attractions. Then, within a radius of ten miles of the town is the enterprising and wide-awake town of Kensington, the beautiful village of Miscouche, and the magnificent farming settlements of Centreville, Freetown, Wilmot, New Annan, Traveller's Rest, Clermont, Indian River, North St. Eleanors, St. Eleanors and others, with a little village every here and there, and all reached by delightful and pleasant drives, with beautiful scenery meeting the eye on every side. To the north of Summerside, and only three miles distant, is the lovely island-studded Richmond Bay, and from the hill just at the back of the town one can obtain a view of land and sea that is not surpassed in lower Canada for beauty.

Are you fond of fishing? Then you can strike few better places than Summerside. Within a couple of miles there is splendid mackerel fishing, than which there is no more exciting sport, and a few miles drive brings one to other districts, where codfish and mackerel abound in numberless schools.

Lobster factories dot the shores, and in season the finest oysters in America are taken from Richmond Bay in great quantities. But trout fishing is entitled to special mention. A charming

JAMES McDONALD, D. V. S.,

Chemist and Druggist,

Water Street, SUMMERSIDE, P. E. I.

Drugs, Medicines,

and Chemicals,

FANCY AND TOILET ARTICLES,

Sponges, Brushes, Perfumery, &c.

Choice Domestic and Imported Cigars.

Physicians' Prescriptions carefully compounded and orders answered with care and dispatch.

Our stock of Medicines is complete, warranted genuine, and of the best quaiity.

drive of ten miles brings one to Dunk River, the most beautiful trout stream on the Island, where one's days pass like a dream of pleasure. At Indian River, Point Fifteen, Pierre Jacques, Miminigash, Beatonis, Tignish, and a dozen other places are splendid trout streams, easily reached by carriage or rail. Summerside being the second largest town on the Prince Edward Island Railway, which connects it with all points east and west. In the above streams one can capture an abundance of the finest sea trout, which are well worth angling for.

Is shooting your favorite pastime? then in season, you have the choice of wild geese, brant, wild ducks, snipe, plover, partridge, and hares, all furnishing fine sport, and pastime and recreation that puts new life and vigor into the enthusiastic sportsman

For beauty of situation, for loveliness of surroundings, for magnificent drives, for delightful climate and invigorating air, for boating and bathing, for extent and variety of fishing and shooting for the hospitality of its people, and for its many special advantages, Summerside is surpassed by few places, if any, in the Maritime Provinces as a summer resort, and those who are in search of rest and health, of recreation, pleasure and ease, cannot do better than spend their summer months here, amid these beautiful surroundings. Come to us and we will ensure you health, rest and pleasure.

J. A. Gourlie, and Jas. McDonald, are doing a very extensive business in the drug line, and their establishments being all that modern requirements demand, are well worthy of a visit.

J. E. Lefurgey is doing a very large local and foreign trade.

The law is well represented in Summerside, Bell & Johnstone being the principal firm.

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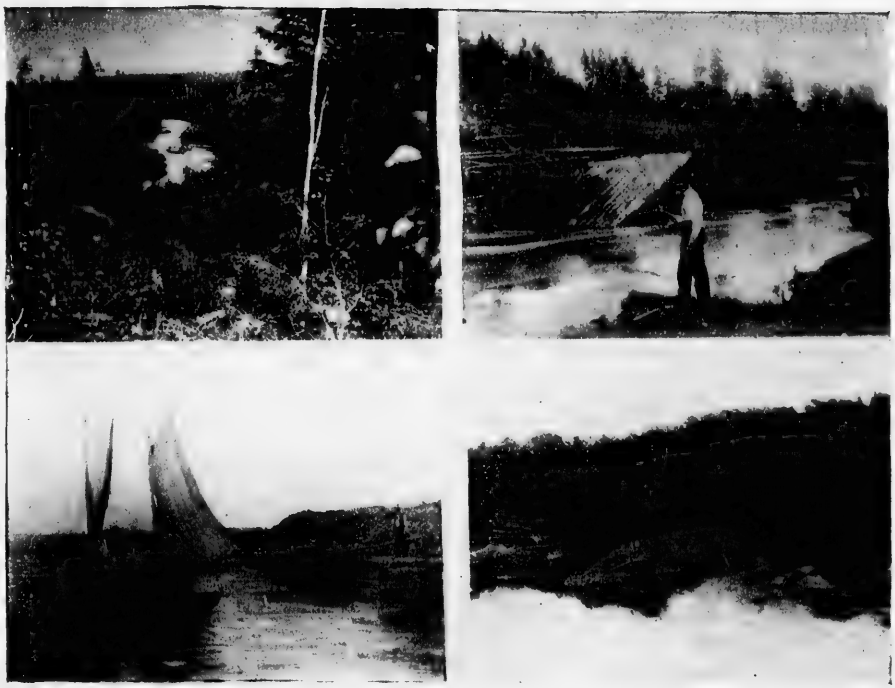

SPORTING SCENES NEAR SUMMERSIDE, P. E. I.

Going east the terminus of the railway is Georgetown. A branch line from Mount Stewart leads to Souris, one of the most beautifully situated places on the whole Island. Souris is fairly well laid-off, making up in natural beauties what it lacks in modern improvements, but with an hotel no way behind the times, and one which would do credit to many larger places, it is known as the "Sea View" a name extremely appropriate, and its proprietor Mr. B. Cox, has much to do with making his hotel the popular resort it is, as he is one of the most genial, obliging men in his line of business that any one could meet, and does everything possible to ensure the comfort of his guests. In addition to Cox's hotel, there are several others, smaller but offering good home accommodations, as far as comfortable beds, good home cooking, etc., is concerned. Coming still further up along the line of railroad, we come to the villages of Cardigan and Montague, both of which are up-to-date, thriving, and afford much pleasure to summer tourists Montague is most picturesque, with its situation on the open water, its business like appearance, even to those giving it a most passing glance, commending itself very forcibly, and a drive or walk over the bridge, with the roar of the rushing waters on the one side, and the busy "hum" of the village streets just left behind, with direct exit into the quiet country roads, which present themselves immediately on leaving the village, all these in strange contrast to each other, making one realize very forcibly that

"God made the country, man made the town"

Cardigan is also a very beautiful spot, and runs from Cardigan proper past Cardigan bridge, and is an ideal place wherein to find rest and quiet from the rush and hurry and "living against

time," that is a natural accompaniment of life in large cities. Nature's beauties, unadorned, are adorned the most, and a full realization of that fact is felt, on passing through Cardigan, with its blue stretches of water on either side, hemned in as it were by the velvet sward rising undulating and picturesquely from the river banks, and the surrounding country is no less beautiful.

Morell, the name which is synonomous with good fishing, and possessing a trout stream far famed, is not far distant from Montague or Cardigan, and is one of the choice camping places of the Island, the excellent fishing forming a "bait" which takes every time, and which keeps the white tents of the pleasure seeker visible there during the whole of the season. There are wonderful stories told of the "catches" of trout, salmon, etc, made in that vicinity, stories that would fill innumerable volumes were they written, and stories as well with romantic enough endings to savor very strongly of imagination, thereby proving again the oft-repeated assertion that "truth is stranger than fiction.

Mount Stewart comes in for a share of attention as it offers ample accommodation for tourists. Persons arriving at the station, will be directed to good stopping places, Mrs. Clark ranking first on the list. Her house is only about three minutes walk from the station, and no one will make any mistake in going there.

Morell is situated on the Pisquid River, one of the most beautiful spots on the whole Island; besides being accessible by train, the steamer Southport leaves Prince Street Wharf, Charlottetown, twice every week, landing passengers directly at Mount Stewart, after one of the most enjoyable water-trips, that the Island affords.

Tracadie, is one of the best known outlying places on the Island It affords hotel facilities not to be surpassed; the ACADIA, formerly known as the Lorne, being situated on GRAND TRACADIE BEACH, MR. I. C. HALL, proprietor, a former American consul; and more than a passing word is due his hotel and all it offers to the summer recreationist, or to those seeking health and strength from the exhilarating influence of the Island air. The hotel is built on an immense sand track, commonly called Tracadie Beach, and of course directly on the shore, so that there is no need if it is not desired to do so, to go farther than the ample verandahs which surround the house to get the benefits of the strong refreshing sea breeze, which, coming directly from the ocean, brings with it the foundation of new life for the invalid, and such appetites for the well ones, that were the cuisine of the ACADIA, anything but what it is, the very best that any one could desire, it is hard to say to what means the hungry would need to resort to satisfy the appetite, which after a residence of a day or two at the Acadia seem to become abnormally developed. The waters of Tracadie Bay abound with material for fishing, and fishing boats leave the hotel every morning, bringing back with them fresh trout, salmon, or cod to form part of their evening dinner. A boiling spring, on the premises, ensures a supply of water which is most healthful, while the guests can find ample amusement in the croquet and lawn tennis grounds, or bowling alley, all of which are on the premises for the free use of visitors. A splendid music and dancing hall is in the hotel, and a capable musician in charge of the piano, provides music whereby to trip "the light fantastic" in the evenings, when the cool breeze tempering the warmth of even an Island summer day, renders dancing a most pleasant pastime. It is a very easy matter to reach the "Acadia" from the city, as those who do not care to drive out, can take either the morning or evening train to Bedford station, carriages from the hotel meeting all trains.

Immediately opposite the hotel are the Tracadie sand-hills, most deceptive in appearance, and objects of much interest to the stranger. The stretch of blue water between them and the main shore deepens the peculiar grey look of the sand-hills, which, rising abruptly seem to grow larger and larger as they are approached. A walk along Tracadie Beach is replete with pleasure, and in very

vivid recollection of the writer of this, is the memory of a sunny Summer Day (Sunday, in fact), when a merry party started from the hotel after breakfast to explore the beach It was early in June, shortly after the hotel had been opened; the warm rays of Old Sol were most acceptable, and the party comprised a Toronto editor and his sister, the pre s representative, who is responsible for this "write up" and another lady and two gentlemen. It is impossible to describe the ample attractions that beach afforded, nor the justice we did to our dinners, when we arrived at the hotel half an hour late, but feeling in such perfect harmony with ourselves and the world around us, that such mundane matters as trouble, care and business worries, were completely forgotten, and to enjoy to the utmost the tempting surroundings was our only thought The still-water bathing in connection with the Acadia, is unexcelled in the Province, and boating facilities are beyond dispute.

An additional feature of interest in Tracadie, is the dwelling of W. McDonald, Esq., commonly called "millionare McDonald". He is president of the Standard Oil Company, and it speaks well for the Island that such men as he can find inducements sufficient to tempt them to reside here, during the summer season. His summer residence in Tracadie is simply magnificent, and beggars description, as words fail to describe the finish, style and general appearance, of one of the finest dwelling houses in Canada.

The Seaside Hotel, on Rustico Beach, is another favorite resort. It is reached by train to Hunter River from the capital, or passengers coming to the Island by the Point-du-Chene route, go direct to Hunter River from Summerside, and take carriages to the Seaside. Mr. John Newson has been the proprietor for years, and brings his long experience in pleasing the travelling public, to the benefit of his patrons, all of whom, after once proving what the "Seaside" is like, visit it again. The sea-bathing there is unrivalled elsewhere on the Island, while boating, fishing, driving, etc, all come in, in the line of pastimes to be found offered by this hotel. And coming on from Rustico or Tracadie, one finds Brackley Beach, which has of late years taken advanced strides towards being one of THE summer resorts of the Island. The hotels there are Shaw's and McMillan's. Shaw's has been the summer home of Major Howes, for many seasons, and made its start in the hotel line, by accommodating at first a few people who asked no more than ordinary house accommodation. Now, it is one of the best country hotels on the Island, large, airy and commodious, with an excellent table, boating and sea-bathing facilities, etc. McMillan's is further along the beach, in Stanhope, and a private house in that vicinity, which will take in summer guests and treat them to the best the Island affords, is Mrs. Neil McCallum's. Brackley Beach, Stanhope and Covehead are not far apart, and parties often separate, some choosing one place, some another, each being so near each other, that a short time unites the party, to compare notes, each thinking they have the best and the only place to stay at, that is worthy of consideration. Mutch's Hotel, Point Pleasant, is another excellent house in this vicinity and has been repeatedly said to be the "best on the Island."

Returning to the city and going in another direction, one will find a most beautiful drive, out along the North River road, keeping on in a straight course to Bonshaw, another part of the Island noted for its fishing. Bonshaw is just fourteen miles from the city, and in addition to the pleasant drive that can be taken to reach it, it can be reached by steamer to West River Bridge, thence by carriage to the village. It is impossible to describe either the sail up the river or the drive from the capital to this part of the Island, as the scenery is the most picturesque that is to be found in a most picturesque country. The hills are numerous and break the monotony of the level country, while from their summits, those who drive in preference to taking the boat, can see the shores of the Nova Scotia side in the far distance. The hedges,

which in many places, take the form of thick impenetrable fences, are very numerous, as well as very beautiful, in the Bonshaw district. They are formed of closely cropped bushes of spruce, and are the most handsome enclosures for the fertile farm lands, that can well be imagined. Those farms, many of them, lying on and at the foot of the hills, offer tangible evidence of just what a farming country Prince Edward Island is, and anyone who doubts the assertion made so often by the Island people that, "it is the greatest farming country in the world," will doubt no longer after once seeing just what it is. In the Crapaud district, about nine miles from Bonshaw, is an exceedingly fine hotel, named Pleasant View, and kept by Mr. Matthew Smith.

Persons preferring to remain in the city principally for their hotel accommodation, go nearly every day to some one of the outlying towns or villages, on either fishing, shooting or picnic excursions, returning at evening, either in the cool dusky twilight, or driving home under the starlit sky; than which there is none more beautiful in the whole wide world. And the moonlight nights on the Island have an indescribable charm of their own. A charm enhanced by the dew-laden perfume from the fields of clover, which send out their richest and best scents after the heat of the day has been tempered by the soft falling dews which moisten and send new life into the world of nature, after the sun has gone to rest. Then a drive along the country roads is pleasureable and romantic enough to be suggestive of the hundred and one love tales one hears related, as having been originated from the influence of romantic surroundings, and having culminated in the oft repeated tale, "they lived happy ever after."

Cape Traverse, although only coming in, during the summer season as an interesting holiday resort, with attractions equal to any named, holds much additional interest for the pleasure-seeker, as it is the point from which the ice-boats cross, in the winter season, to the opposite side. No conception can be formed in summer, looking at the open sheet of water, of the solid ice which presents itself in the winter time, but the crossing which renders the Island unique, is a subject of much surmise to the strangers who visit the Island, even in summer; for the conjecturing they have over the boats, their crews and the crossing in general, is wonderful, and the interest is only heightened by the impossibility to imagine anything of it, while looking at the same place in the open season.

Across from the city, is the village of Southport, reached by ferry, and only four minutes sail from Charlottetown. Splendid bathing opportunities are offered along its shores. After leaving the village, natural caves offer their shelter, these being numerous and secluded enough to please the most fastidious. Picnic parties visit this village very often, and tourists go further on to Pownal, a very picturesque little village, with good hotel accommodation, or Vernon River or Vernon River Bridge, either place having good hotel inducements to the fore, and the way-farer who decides to rest over night, or for a day or two, will find every comfort at Mrs. Findlay's, at the bridge. At Vernon River itself is the old and well-known "Half Way House," which is always and ever open to the traveller, and which has been in its present situation for many years. The Roman Catholic chapel at this place, is one of the finest on the Island, and Father Doyle, who is known widely beyond his own province, has always a kindly welcome for the stranger. Then going still on, to Belfast district, through Irish Montague, Eldon, Valleyfield and Caledonia, one will find a variety of scenery that is most wonderful. The country is the most hilly of any part of the Island. A hill past Caledonia is known as "the hill on top of a hill," the view from its summit, of the surrounding country, with, in the distance, the invariable stretch of blue water as a boundry, the richly cultivated fields, and the edges of the forests afar off—the whole hemmed in by the blue canopy above—it is all a sight that once seen will be indelibly stamped upon the memory. And looking down to what appears almost a ravine below—the sides of the hill covered with a thick luxuriant foliage, intermingled with the lighter shades of the trees—the sound of the

waters rushing over miniature rocks at its base, one is prone to think he has suddenly been transported into another country, some mountainous, rocky region, instead of being in the universally supposed level land of Prince Edward Island. Another (and in fact the most interesting, from an historical point of view) place of vantage for either visitors or townspeople, who are interested in the early days of the Island, is Rocky Point, about fifteen minutes sail from the city, and near the entrance to the harbor. Every foot of the ground is replete with historical associations, which are so closely connected with the dead and gone days of the Island's first glory, when the warriors of the red race relinquished their claim to the French—that the spot is almost held as sacred by some people. On Warren Farm which is owned by Mr. John Newson, is the remnant of old Fort la Joie, now called Fort Amherst. It was the first fort built by the French after they took possession of the Island, and it has been a scene of much hardship and toil. The remains of an old graveyard near the fort, is the source of many old legends, told by the country people, to the listeners, who in the cool autumn evenings gather around the blazing fires, and listen to the tales of La Belle Marie, an Indian maiden, who lies buried there, and her lover who rests beside her, awaiting the time when they will meet again. This story is an Indian one, or rather an Indian legend, but the red men have held faith in it for so long, that others relate it with fully as much faith and it is worth hearing, no matter what source it is heard from.

One of the most beautiful avanues that can be imagined, runs over one part of Warren Farm, an avenue built in the early days, and which still stands in its entirety, a silent reminder of how long nature's monuments remain, after the hands that labored and toiled first among them are at rest. Warren Farm is one of the most productive in the country, and a mile or two distant from it is Holland Cove, owned by MR. T. A. MCLEAN, with historical associations in as close connection with it, as has Warren Farm. It is in a magnificent situation, close by the open sea, and in summer MR. MCLEAN chooses it for his abiding place, coming into the city every morning and returning at night. Near the sea and on a point of land prominent and projecting far out are the Indian camps, and many are the recollections taken away from the Island, of moonlight evenings spent on that jut of land, the fragrant scent of Havanas mingling with the breeze from the water, and a recent acquaintance, ' brother" or "sister," sitting near by relating fond tales of former glory. The Indian race on the Island will soon be extinct, and that civilization, and the consequent abandoning of the old Indian habits and customs, has had much to do with the loss of war-like propensities, is a fact also recognized. It is almost a matter of regret that such is the case, and that the Indian "brave" is not to be seen on the Island now, the only remnant of him being seen in the person of the chief, who with pardonable pride in what he might be, as well as what he is, will on occasion let people know what his tribe has been, and what they should be now, had they chosen it for themselves. But destiny has ordained it otherwise, still the Island people have a peculiar kind of reverence for those children of the woods, who come of the race that were the first to explore the vast forests, and gave their home the title of "Queen of the Wave."

Two places of exceptional interest within easy distance of Charlottetown, are, the farms of Benjamin Heartz and E. R. BROW. Heartz's farm is just three miles from the city, and on it is to be found an immense herd of pure bred cattle, housed in buildings which are a marvel of comfort for the occupants, which are Holsteins, Guernseys, Alderneys, Jerseys, etc. The stock is not rivalled anywhere in Canada, and one can form no conception of what an immense herd of cattle graze on the fertile pastures, until seeing proves for itself. A creamery is on the premises, and Heartz's butter, made on the same principal as the dairy condiment, is the embodiment of luciousness, and commands a sale far beyond the capabilities of the creamery to fill.

MR E. R. BROW'S farm is four miles from the city, and his heard of cattle, with the exception of being smaller, is equal in every respect to the former mentioned one. The sterilized milk which is made a specialty of, on this farm, has an enormous sale, and one which is rapidly increasing.

The cheese factories on the Island are many, and this has become an established industry of the Province, the exportation of cheese being enormous, and now with a cold storage depot about to be built, it is supposed that this export, as well as many others will be materially increased.

Before closing this review of the Island, in what it is to be hoped, will be in the interest of strangers as well as of the Island people: Although mention has been made elsewhere of the boats which convey passengers from either Pictou to Charlottetown, or from Point du Chene to Summerside, it is only just to give them mention here as well, for they are two as fine, comfortable boats as one will find anywhere. The "Northumberland," on the Summerside route, is an easy sailer, and splendidly equipped for her work in every way, while the same is none too much to say of the "Princess," on the Charlottetown–Pictou route, to the STEAM NAVIGATION Co., is due the thanks of the travelling public for the most excellent accommodation provided for them in reaching the Island from the mainland. The same boats are chartered by the government to carry the mails, and now it is possible to get mails from many parts of the Dominion early on the evening of the day of its being posted. And as to the Island in general, "the half has not been told;" very much more could be said, but, some other time must suffice. So in conclusion it is safe to say, that the inducements offered by the Island to tourists CANNOT be surpassed. Its climate and sea breezes are health-restoring, in every sense of the word: its scenery is picturesque beyond description, and a summer spent on it will prove that these assertions are TRUE.

As to its people, so far as generosity and hearty hospitality are concerned, they have no rivals and are seldom equalled.

In another portion of this work will be mentioned all the different ways and means of reaching this "Garden of the Gulf," and the choice of routes, give the opportunity to make the passage to it, either mainly by rail or altogether by water, from such points as Boston or Montreal.

Holiday seekers will make no mistake in choosing the Island from among the many resorts offering attractions to those with time at their disposal; and the pride which states that the little Province is the gem of the grand confederation, is surely pardonable, for the "Queen of the Wave," is the future bright star in the crowning glory of the vast and noble Dominion of Canada.

"Willows are drowsy in Acadie,
Clear and cool is the streamlet's flow—
O, weary city folk come with me,
Where breezes blow."

"PHILO."

McALPINE'S Gazetteer of the Maritime Provinces

Is now under way and will be issued shortly.

☞ For further information apply to

THOS. H. McALPINE,

43 Carleton Street, - - ST. JOHN, N. B.

The following Advertising Cards represent the Leading Hotels in the Maritime Provinces.

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MISS M. McGOWAN, - Proprietress.

THIS HOTEL has lately been built, is centrally located, and is equipped in modern style. Accommodation of the best is guaranteed to Guests. Livery Stables in connection. Teams supplied to any part of the country.

TERMS MODERATE. COMMERCIAL TRAVEL SOLICITED.

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Central Location. Good Table. Comfortable Rooms.

FREE COACH TO AND FROM ALL TRAINS.

Good Livery Stables in Connection. TERMS MODERATE.

Alphabetical List of Hotels.

Giving (1) Name of Hotel; (2) Proprietor; (3) Place; (4) Rate per day; (5) Rate per week; (6) Hack Fares; (7) Sample Rooms; viz:—

(1)	(2)	(3)	(4)	(5)	(6)	(7)
ABERDEEN HOTEL,	A. J. Pine,	Chatham, N. B.	$1.00 to $1.50.	$4.00 to $5.00.	25c.	Extra
See adv page 475.						
Aberdeen Hotel,	C. W. Walker,	Halifax, N. S.,	$1.00 to $1.50.	$5.00 to $7.00.	Extra.	Extra.
ABERDEEN HOTEL,	D. McLeod,	Kentville, N. S.,	$1.50 to $2.00.	$5.00 to $7.00.	Free.	Free.
See adv page 495.						
Acadia Gardens Hotel,	C. E. Rogers,	Halifax, N. S.,	$1.00.	$4.00.	Extra.	None.
Acadia House,	Mrs. Holland,	Bridgewater, N. S.	$1.00.	$4.00 to $5.00.	25c,	Free.
Acadian Hotel,	George Nichols,	Halifax, N. S.,	$1.00 to $1.50.	$6.00.	Extra.	None.
Accommodation Hotel,	S. A. Young,	St. Leonard's Station, N. B.	$1.00.	$3.00.	Free.	Free.

CLIFTON HOUSE,

Annapolis Royal,
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This is the Leading Commercial Hotel of Annapolis pleasantly situated, being near the Old Fort and convenient to all places of business. . . . . .

Fitted throughout with Electric Lights, Bath Rooms, and All Modern Conveniences.

SAMPLE ROOMS FOR TRAVELLERS FREE.
LIVERY IN CONNECTION.

Carriages convey Guests to and from Trains free of charge.

JOHN D. CAMERON, - PROPRIETOR.

Hillsdale House,

Formerly Mrs. E. Ryerson's.

ANNAPOLIS, NOVA SCOTIA.

TOURISTS will find this House well situated for comfort and enjoyment, the Parlors and Sleeping Rooms being large and airy, and the Grounds well supplied with fruit and shade trees.

We will have the table supplied with the best the market affords, and served in a manner intended to please.

Carriages are at All Trains, and Patrons can rely on the best of attention.

JOSEPH FOSTER, Proprietor.

VIVAT REGINA.

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ANNAPOLIS ROYAL, N. S. - - C. A PERKINS, Proprietor.

Light, Airy Rooms, with plenty of sunshine, and commanding an excellent view of the Annapolis Basin, gives this Hotel a prominence excelled by none in town.

Carriages at all Steamers and Trains. **Livery in Connection.**

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The Merrimac running in connection with it.

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The Central House is well adapted for Commercial Travellers, having **Commodious Sample Rooms.**

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Wilbur House,

PERCY WILBUR, Proprietor.

Patronized by Tourists and Sportsmen. Magnificent Fishing Locality.

The Home of Commercial Travellers.

This Hotel is Centrally Located--close to all business places.

TEAMS TO ALL TRAINS. LIVERY STABLE IN CONNECTION. TERMS MODERATE.

BATHURST. N. B.

ADAMS HOUSE, Thomas Flanagan, Chatham, N. B., $1.50 to $2.00. Per Agr'nt. 25c. Extra.
See adv page 474

Albert Hotel, A. B. Bray, Hopewell Cape, N. B., $1.00. $3.00 to $4.00. Free. Free.

Albion Hotel, —— LeBlanc, Halifax, N. S., $1.50. $7.00 to $9.00. Extra. None. Extra.

Albion Hotel, Edwin Good, Fredericton, N. B., $1.00. $3.00 to $5.00. 25c. Special.

Algonquin Hotel, Corporation. St. Andrews, N. B., $3.00 and upw'ds. Special. 25c.

Alma House, John Fletcher, Alma, N. B., 85c. to $1.00. $3.00 to $4.00. None. 50 cts.

American Hotel, Wm. Phinney, Parrsboro, N. S., $1.50. Special.

AMERICAN HOTEL, Thomas Cox, Shubenacadie, N. S., $1,50. Special. None None.
See adv page 520

AMERICAN HOUSE. Mrs. M. Hartigan, Halifax, N. S., $1.00. $4.00. Extra. None.
See adv page 489

American House, D. Feindel, Middleton, N. S., $1.50. $6.00 to $7.00. Free. Extra.

American House, Jas. McIntosh, Kentville, N. S., $1.25. $5.00. Free. None.

American House, Mrs. Rhynard, Pictou, N. S., $1.00. $4.00. None. None.

American House, Mrs G E LeBlanc, Weymouth Bridge, N S, $1.00. $3.00 to $5.00. None. None.

Amherst Hotel, G McFarlane, Amherst, N S, $1.50 to $2.00. $7.00. Free. Free.

Arlington House, E Latimer, Halifax, N S, $1.00 to $1.25. $5.00 to $7.00. Extra. None.

ASHLEIGH HOUSE (summer resort), W W Jones, Weymouth Bridge, N S, Agreement. Per agreement. —— None.
See adv page 527

Atlantic House, J H Greene, Kentville, N S, $1.00. $3.00 to $4.00. Free. None.

BAIE DES CHALEUR HOTEL, G E Mercier, Dalhousie, N B $1.50 $5.00 to $7.00. Free. Extra.
See adv page 476

BANGOR HOUSE, Robert Clarke, St John, N B, $1.00. $3.50 to $5.00. 30 cts. Free. None.
See adv page 512

Bear River Hotel,

RUPERT HARRIS, Proprietor.

THIS HOTEL is pleasantly situated, overlooking the BEAUTIFUL LITTLE TOWN OF BEAR RIVER—"the home of the finest cheeries in the world." Tourists and Travellers will find every accommodation, making this a desirable spot to spend a very pleasant summer vacation.

Fishing and Boating in the Vicinity.

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WITHIN EASY DISTANCE OF THE FAMED BAY OF FUNDY SHORE.

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BARKER HOUSE, F B Coleman, Fredericton, N B, $2.00 to $2.50. Special. 25 cts. Free.
See adv page 482

BARTLETT HOUSE, Mrs S Hanson, St Stephen, N B. $1.00. $3.00 to $4.00. 25 cts. None.
See adv page 519

BAY VIEW HOTEL, A S Steeves, Hillsboro, N B, $1.00. $3.00. Free. Extra.
See adv page 494

Bay View Hotel, Wm German, Metighan, N S, $1.50. $5.00 to $7.00. 25 cts. Free

BAY VIEW HOTEL, Chas Horsnell, St Andrews, N B, $1.00. Special. 25 cts. Free.
See adv page 504

BAY OF FUNDY HOTEL, J O'Connor, Culloden, Digby, N S. $2.00. $8.00 to $10.00. 75 cts.
See adv page 478

BEAR RIVER HOTEL, Mrs Rupert Harris, Bear River, N S. $1.00 to $1.50. $5.00 to $7.00. $1.00. Extra
See adv page 466

BEAUREGARD HOUSE, T F Bourque, Weymouth Bridge, N S. $2.00. Per agreement. None.
See adv page 528

Beck's Hotel, James Beck, Elgin, N B, $1.00. $3.00. None. None.

BELLE VUE HOTEL, Wm Wilson, Bedford, N S. $1.50. Per agreement.
See adv page 490

BELMONT HOTEL, John Sime, St John, N B. $1.00 to $2.00. $5.00 to $7.00. None. Free.
See adv page 512

Revere House,

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Centrally Located. Coach to and from all Trains. Nice Sample Room.

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Pleasantly situated overlooking the Town.
Headquarters for Commercial Travellers and Tourists.

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BELMONT HOUSE, Mistress J McLean, Halifax, N S, $1.00 to $1.25. $4.00 to $5.00. Extra. Free.
See adv page 489

BELYEA HOTEL, J L Belyea, St John, N B, $1.00 to $1.50. Special. 30 cts. Free.
See adv page 513

BEN LOMOND HOUSE, S H Barker, Loch Lomond, N B, $1.50 to $2.00. Special. None. None.
See adv page 517

Bowser House, The Misses Bowser, Chatham, N B, $1.50. $5.00. 25 cts. Extra.

British American House, Mrs Broussard, Halifax, N S, $1.00. $5.00. Extra. None.

Brunswick Hotel, Geo F Wallace, Sackville, N B, $1.50. $6.00 to $8.00. Free. Free.

BRUNSWICK HOUSE, James Kelman, St George, N B, $1.00. $5.00. 25 cts. Free.
See adv page 504

Brunswick House, John Hillman, Woodstock, N B, $1.00. $3.00. 25 cts. Extra.

Burnham House Mrs. Burnham, Digby, N S, $1.50. $7.00 to $8.00. None. None.

Byron Hotel, Luke Byron, Welsh Pool, Campobello, N B, $1.00. $6.00. 50 to 75 cts. None.

Cameron House, Mrs. R J Thomas, Halifax, N S, 75 cts. to $1.00. $3.50 to $4.00. Extra. None.

Campbell Hotel, J R Noonan, Summerside, P E I, $1.00 to $1.50. $3.00 to $5.00. Free. Extra.

CANADA HOUSE, Wm Johnston, Chatham, N B, $1.00 to $1.50. $4.00 to $5.00. 25 cts. Free.
See adv page 475

Canning House, Geo E Eaton, Canning, N S, $1.25. $4.00 to $5.00. Free. Extra.

CARLISLE HOTEL, C J Tabor, Woodstock, N B, $2.00. Special. 25 cts. Free.
See adv page 531

Carleton House, Geo McGee, St George, N B, $1.50. $5.00. Free. Free.

CARLETON HOUSE, F W Bowes, Halifax, N S, $1.00 to $2.00. $8.00 to $10.00. Extra. Extra.
See adv page 491

COMMERCIAL HOTEL,

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Directly Opposite I. C. R. Depot, Campbellton, N. B.

MAGNIFICENT VIEWS OF SURROUNDING MOUNTAINS.

This Hotel has been newly Renovated and Refurnished with all Modern Appliances.

BATH ROOMS, TOILET ROOMS, &C. **LARGE, AIRY BED ROOMS.**

GOOD SAMPLE ROOMS, convenient to Business Houses.

THE HOME OF COMMERCIAL TRAVELLERS.

Tourists and Sportsmen will find this a comfortable House, in a good fishing locality. **Parker's Lake,** where some magnificent trout can be caught, is only 3½ miles distant. Teams can always be had to the Lake at moderate prices.

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Opp. I. C. R. Station. **CAMPBELLTON, N. B.**

A. A. ADAMS. - PROPRIETOR.

THIS HOTEL has been lately refitted throughout and furnished with all modern appliances, so that Tourists and Travellers will find it a pleasant Home. CUISINE EXCELLENT.

The proprietor will gladly give any information with regard to Sporting Localities, and will supply intending Sportsmen with means of conveyance, etc., at moderate rates.

Good Livery Stables in connection. Teams can be had to any part of the Town or County at **the shortest notice.** SAMPLE ROOMS.

HOTEL DAVIES,

WATER STREET,

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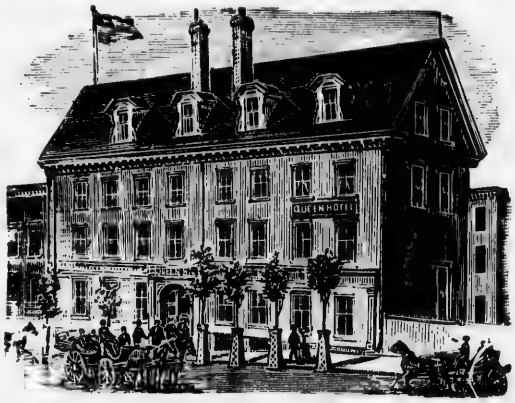
J. J. DAVIES, - - Proprietor.

QUEEN HOTEL



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Centrally Located.

This House is first class, and up-to-date in everything.
Free Coach to and from all Trains and Steamers.
The Home of Tourists and Travellers.

P. P. ARCHIBALD, Proprietor.

CENTRAL HOTEL, Mrs G F Troop, Bear River, N S, $1.00 to $1.50, $4.00 to $5.00. 80 cts. Extra.
See adv page 466

Central Hotel, Edward Nagle, Lunenburg, N S, $1.50. $5.00. 25 cts. 50 cts.

Central Hotel, G Secord, Norton, N B, $1.00. $3.00. None. Extra.

CENTRAL HOUSE, Rufus Hale, Antigonish, N S, $1.50. $4.00 to $7.00. 20 cts. 50 cts.
See adv page 465

CENTRAL HOUSE, Miss A M Payson, Halifax, N S, $1.25 to $1.50. Special. Extra. None.
See adv page 491

CENTRAL HOUSE, Mrs A A Vaughan, Berwick, N S, $1.25 to $1.50. $4.00 to $6.00. Free. Extra
See adv page 467.

Central House, D P Adamson, Picton, N S, $1.00. $5.00. Free. None.

Central House, E D Woodlock, Pugwash, N S, $1.25. $4.00 to $5.00. None. 50 cts.

Central House, J W Roop, St John, N B, $1.00 to $1.50. $3.50 to $5.00. 30 cts. Free.

CITY HOTEL, Mrs C Parsons, Fredericton, N B, $1.00. $3.00. 25 cts. None.
See adv page 483

Clark's Hotel, Albert Clark, Hampton, N B, $1.00. $3.50 to $5.00. Free. Extra.

CLARK'S HOTEL, Wm Clark, Sydney, C B, $1.25 to $1.50. $4.50 to $5.00. Extra. Free.
See adv page 524

CLIFFORD HOUSE, J W Main, Digby, N S, $1.00 to $1.50. $6.00 to $7.00. None. None.
See adv page 479

CLIFTON HOUSE, John D Cameron, Annapolis, N S, $1.50. $7.00. Free. None.
See adv page 464

CLIFTON HOUSE, J M McLeod, Dalhousie, N B, $1.50. $6.00 to $8.00. Free. Extra.
See adv page 477

CLIFTON HOUSE, The Misses Mawley, Summerside, P E I, $2.00. Special. 50 cts. Extra.
See adv page 520

CLIFTON HOUSE, A N Peters, St John, N B, $2.00. Special. 30 cts Extra.
See adv page 505

REVERE HOTEL,

P. S. BROWN, PROPRIETOR.

A Quiet Home-like House.

Suitably adapted for Tourists and Travellers. Fitted with all modern appliances. Hot and cold water baths, etc. Lighted throughout with Electricity. Free Coach to and from Trains and Steamers.

KENT STREET, — **CHARLOTTETOWN, P. E. I.**

Adams House,

THOMAS FLANAGAN,
PROPRIETOR.

THE MOST COMFORTABLE HOTEL IN TOWN.

CENTRALLY LOCATED.

ALL MODERN CONVENIENCES.

LIGHTED BY ELECTRICITY.

LIVERY STABLES IN CONNECTION. GOOD FISHING LOCALITY.
SAMPLE ROOMS.

Teams can be had by intending sight-seers at moderate rates, and at all hours. The greatest attention will be paid Commercial Travellers and Tourists. Telephone communication.

WELLINGTON, STREET, CHATHAM, N. B.

ABERDEEN HOTEL,

Opposite Old Post Office

Opened April 1st, 1894.

CHATHAM, N. B.,

Is conducted as a First Class Hotel for the accommodation of Permanent and Transient guests.

The Hotel is in the centre of the business portion of the town, near the Steamboat Landing. Good Stabling and Yard Room. Sample Rooms for Commercial Travellers. Hacks to and from all trains.

A. J. PINE, - Proprietor.

CANADA HOUSE,

CHATHAM, N. B.

This Hotel which is run on Strictly Temperance Principles, is centrally located convenient to all the Public Offices and Steamboat Landing.

CHARGES MODERATE. **WM. JOHNSTON, Proprietor.**

COMMERCIAL HOTEL, Miss M McGorman, Albert, N B, $1.00. $3.00 to $4.00. Free. Extra. *See adv page* 463

Commercial Hotel, John McCoy, Fredericton, N B, $1.00. $3.00 to $4.00. 25 cts. Special.

COMMERCIAL HOTEL, H R Murray, Campbellton, N B. $1 50. $5.00 to $7.00. Free. Extra. *See adv page* 470

Commercial Hotel, F A Howard, Grand Falls, N B, $1.50. $6.00. Free. 50 to 75 cts.

Commercial Hotel, A W Rideout, Hartland, N B, $1.00 to $1.25. $3.00 to $4.00. None. Free.

COMMERCIAL HOTEL, C P Atkinson, Newcastle, N B, $1 50. $500 to $6.00 25 cts. Extra. *See adv page* 501

Connors Hotel, J H McInerney, Connors Sta, N B, $1.50 to $2.00. $7.00 to $10.00. Free. Free.

Cumberland Hotel, Thomas Mahoney, Parrsboro, N S, $1.50. $5.00. None. None.

CUMBERLAND HOTEL, Mrs John Hayes, St John, N B, $1.00 to $1.50. $4.00 to $6.00. 30cts. *See adv page* 513

Depot House, James Grattan, Point du Chene, N B, $1.00. $4.00. None. None.

DEPOT HOUSE, A B Pugsley, Sussex, N B, $1.50. $5.00 and upwards. None. Extra. *See adv page* 522

Dingee Hotel, W B Dingee, Gagetown, N B, $1.00. Special. Free. Free.

DOMINION HOUSE, J W Walsh, Truro, N S, $1.00 to $1.25. $4.50 to $5.00. None. None. *See adv page* 524

Dufferin Hotel, Wm McDonald, Westville, N S, $1.00. $4.00 to $6.00. Free. Free.

River View Hotel,

WATER STREET, CHATHAM, N. B.

Nearly Opposite Steamboat Landing. PETER ARCHER, Proprietor.

This Hotel commands a magnificent View of the Miramichi River.

Electric Lights and Telephone. *Convenient Bath and Toilet Rooms.*

SAMPLE ROOMS.

First-Class **LIVERY AND BOARDING STABLES,**

Proprietors, T. FITZPATRICK and P. ARCHER.

Hacks to and from all Trains. Teams of all kinds to any part of the Country at all hours.

TERMS MODERATE.

BAIE des CHALEURS HOTEL,

MAIN STREET, DALHOUSIE, N. B.

This Hotel is the nearest to the R. R. Depot and Gaspe Steamboat Landing, Bank, Telegraph Office and Customs.

Good Sample Rooms. Passengers met at Depot and Steamer. Terms Moderate.

G. E. MERCIER. - Proprietor.

P. O. BOX 273. **Lumber Shipping Agent.**

Sea Bathing. Boats, Livery Stables. English and French Spoken.

HOTEL BAIE des CHALEURS,

GRANDE RUE, - DALHOUSIE, N. B.

Cet Hôtel est le plus rapproché de la Station du Chemin de Fer, et, de L'embarcadère du Vapeur de Gaspé, de la Banque, du Télégraphe, et de la Douane.

Bonne salle d' échantillons, Passagers reçus à la station, et au Bateau. Prix Modérés.

G. E. MERCIER, - Proprietaire.

Agent Expediateur de Bois de Commerce. Tiroir Poste 273.

Bains de Mer. Chaloupes. Ecurie de Louage.

Tout le personnel parle Français et Anglais.

Clifton House.

CENTRALLY SITUATED.

DALHOUSIE, N. B.

TERMS MODERATE. PLEASANT LOCATION.

SPLENDID FISHING LOCALITY.

J. M. McLEOD, - Proprietor.

Dufferin Hotel, John Cox, Windsor, N S, $1.50. Special. Free. Free.

ELDON HOUSE, Mrs E J Jones, St John, N B, $1.00. $3.00 to $5.00. 30 cts. None.
See adv page 514

Elliott's Hotel, E W Elliott, St John, N B, $1.00. $4.00 to $6.00. 30 cts. None.

ELLIOTT HOUSE, Mrs J W Elliott, Newcastle, N B, $1.00. $4.00. 25 cts. None.
See adv page 501

ELMWOOD HOUSE, H C Preedy, Halifax, N S, $1.50 to $2.00. $6.00 to $10.00. Extra. Non e
See adv page 492

EUREKA HOTEL, Mrs S Z Foshay, Bridgewater, N S, $1.00. $4.00 to $5.00. Free. Free.
See adv page 468

Evangeline Hotel, Wm Gavin, Parrsboro, N S, $1.50 $7.00. None. None.

EVANGELINE HOUSE, T W Longstaff, Digby, N S, $1.50. $7.00 to $10.00. None. None.
See adv page 479

Exchange Hotel, B D Burtt & Son, Centreville, N B, $1.00 to $1.50. $3.50 to $5.00. Free. Free.

Exchange Hotel, Frank H Clark, Fredericton, N B, $1.00. $3.00. 25 cts. None.

Exchange Hotel, D W Fairweather, Sussex, N B, $1.00. $5.00. None. Extra,

EXCHANGE HOTEL, Mrs J H Dugan, Woodstock, N B, $1.50. $4.00 to $5.00. 25 cts. Free.
See adv page 530

FAIRVIEW HOTEL, F W Clark, Bridgewater, N S, $1.50. Special, Free. Extra.
See adv page 468

Farmer's Hotel, J M Learment, Halifax, N S, $1.00. $5.00. Extra. None.

Farquhar House, F McInnis, Port Hawkesbury, N S, $1.50. $7.00. 25 cts. 50 cts.

Foley House, P J Foley, Bathurst, N B, $1.00. $4.00 to $5.00. 25 cts. Extra.

Frontier Hotel, Mrs A C Peck, Albert, N B, $1.00. $3.00 to $4.00. Free. Extra.

Glassville Hotel, Wm Love, Glassville, N B, $1.00. $4.00. None. Free.

GLOBE HOTEL, W W Jones, Albert, N B, $1.00. $3.00 to $4.00. Free. Extra.
See adv page 463

MURPHY'S HOTEL,

Dalhousie, - N. B.

Commands a beautiful view of the Harbor and Baie des Chaleurs, and is particularly adapted for

BOATING, BATHING AND FISHING,

being only thirty yards from beautiful beaches. It is also centrally located for business, and is the Hotel for Commercial Travellers and Tourists. Good Sample Rooms near the premises.

FIRST CLASS LIVERY STABLE IN CONNECTION.

Free Coaches in attendance at Trains and Steamboats.

THOMAS MURPHY, Proprietor.

Where to Stop.

LET us tell you of one place to stop. There are many, but we want to tell you of one in particular.

The Bay Fundy House.

It is out in the country a short distance. There is a big waggon to take you there—a buckboard hitched to four horses—that will draw the load of twenty people. The vehicle is comfortable, easy, springy—you'll have a good ride. You leave the town and go northward, up the gradual slope of the North Mountain, just a hill here. Now and then you turn back in your seat and you see behind you a beauty spot of valley and farm-covered hills. The Annapolis basin and St. Mary's Bay show occasionally as you round a corner, and then they're lost to view. It's all green—trees, bushes, grass, farms by the way, farms in the distance; gently up the hill, and now you see the beautiful Bay of Fundy ahead. A little further on and, after a short hours drive, you alight at the entrance of the BAY FUNDY HOUSE.

You wouldn't want a better place to stay a while. It's a new building, large, roomy and conveniently modern. It is really a summer hotel, not simply an imitation. It can give you rest specially well, and the scenery! Right by the beach, the Fundy stretching away in the distance, and the sunset across the waves! You'll be raptured with the view from the cupola on the fourth story, and the next morning you'll take a boat sail or a dip in the waters that refresh. Or you can wander in the woods if you want to; they're just a short distance away. You'll enjoy yourself.

JOHN O'CONNORS, - PROPRIETOR,

COLLODEN, NOVA SCOTIA.

CLIFFORD HOUSE,

J. W. MAIN,
Proprietor.

BIRCH STREET, DIGBY, NOVA SCOTIA.

The above House is centrally located, being within two minutes walk from Steamboat Landing, and only a few rods from R. R. Station.

Every attention will be given to all patrons, and the comforts of a home-like place are guaranteed

The rates of the above house are reasonable.

In connection, all descriptions of Boats and Canoes for pleasure-seekers.

EVANGELINE HOUSE.

T. W. LONGSTAFF, Proprietor.

DIGBY, - NOVA SCOTIA.

Pleasantly Situated. Nicely Furnished. Terms Moderate.

Louer Lodge.

SUMMER RESORT.

Mrs. de Balinhard. DIGBY, N. S.

GLOBE HOTEL, Edmund McDonald, Halifax, N S, $1.00 to $1.25. $4.00 to $5.00. Extra. Free.
See adv page 492

Goodwin Hotel, J W Goodwin, Weymouth Bridge, N S, $1.50. Special. None. Extra.

GRAND HOTEL, Grand Hotel Co, Yarmouth, N S, $2.50 to $3.00. Special. 25 cts. Free.
See adv page 532

Grand Central Hotel, M J Mitchell, Halifax, N S, $1.00 to $1.25. $4.00 to $6.00. Extra. Extra.

GRAND CENTRAL HOTEL, E J Langley, Bridgetown, N S, $1.50. $5.00 to $7.00. Free. Free.
See adv page 467

Grand Central Hotel, C E Day, Parrsboro, N S, $1.50. $5.00 to $8.00. Free. Free.

GRAND CENTRAL HOTEL, Alex Carter, Truro, N S, $1.50. $3.00 to $5.00. None. None.
See adv page 524

MYRTLE HOUSE

DIGBY. - Nova Scotia.

Under new management; has been newly and handsomely furnished and renovated throughout.

Rates from $1.00 to $2.50 per day.
Special Rates to parties.

W. S. TROOP, Proprietor

PARKER HOUSE,

DIGBY, Nova Scotia.

If you want to stop at a good Home-like Hotel the Parker House will be sure to suit you.

MRS. W. H. PARKER, - Proprietress.

NEW ROYAL HOTEL,

DIGBY, Nova Scotia.

In addition to advantages hitherto offered to the travelling public at this first-class and long established house, it has been lately enlarged and improved, and a much larger number of guests can be accommodated than formerly.

Modern appurtenances; first-class appointments; sample, bath, and shaving rooms; boats, etc. Only one minute's walk from the railway station, and three from steamboat wharf.

Teams at every boat and train free for guests and baggage.

Livery stable in connection. Horses, carriages, etc., to let. Superior coaches with careful drivers in attendance at all hours.

C. A. JORDAN, MANAGER.

VICTORIA HOUSE

MRS. P. H. FAULKNER, - Proprietress,

This House is centrally located, is quite close to the water has a splendid view of Digby Basin, and is considered a first-class home for Tourists and Travellers.

Water Street,

DIGBY, N. S.

Waverley House,

DIGBY, N. S.

MISS WOODMAN, - - Proprietress.

Grosvenor Hotel, Mrs J C Morrison, Halifax, N S, $2.50. $10.00. Extra. None.

HALIFAX HOTEL, H Hesslein's & Sons, Halifax, N S, $2.50 to $3.00. Special. Extra. Free. *See adv page* 488

HALIFAX HOUSE, Mrs H Friars, St John, N B, $1.00. Special. None. None. *See adv page* 514

Hastings House, Poules Isner, Halifax, N S, $1.00 to $1.25. $3.50 to $4.50. Extra. None.

Hatfield House, A J Hatfield, Middleton, N S, $1.00. $5.00. None. None.

HAWTHORNE HOUSE, J G White, Margaret's Bay Road, Hx Co. $1.00. $4.00 to $5.00. None. None. *See adv page* 492

HILLSDALE HOUSE, Joseph Foster, Annapolis, N S. $1.50 to $2.00. $6.00 to $10.00. None. None. *See adv page* 464

Hotel American, H A Rhynard, Pictou, N S, $1.00. Per agreement. None. None.

HOTEL AMERICAN, L E Duncanson, Wolfville, N S, $1.50 to $2.00. $5.00 to $8.00. Free. Extra. *See adv page* 530

HOTEL AMERICAN, Cassin & Chisholm, Moncton, N B, $1.50 to $2.00. Special. 25 cts. $1.00. *See adv page* 498

HOTEL AMERICAN, F C Fauld's, Truro, N S, $1.25 to $1.50. $5.00 to $8.00. None. None. *See adv page* 525

HOTEL BRUNSWICK, Geo McSweeney, Moncton, N B, $2.00 to $2.50. $7.00 to $12.00. Free. $1.00 per day, in hotel free. *See adv page* 500

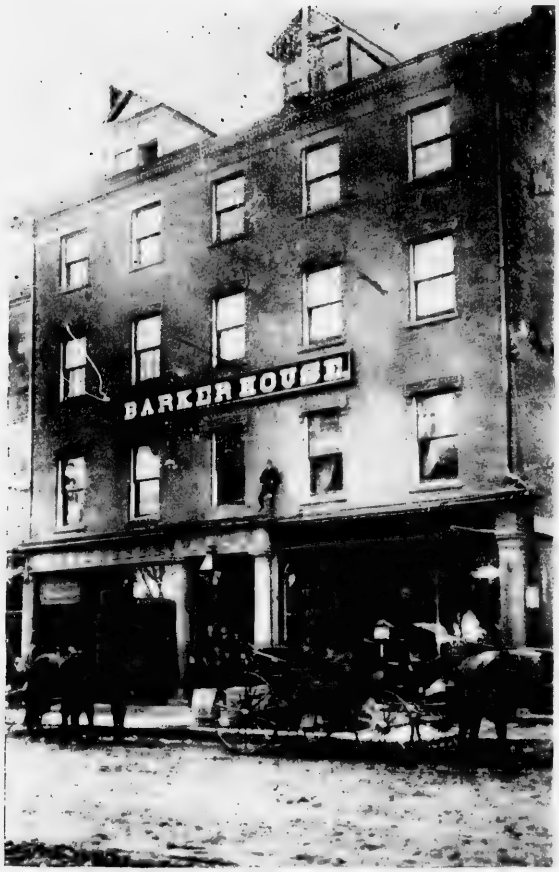
HOTEL CABOT, R Gillis, Sydney, N S, $1.50 to $2.00. Special. Extra. Free. *See adv page* 523

HOTEL BAIE DES CHALEURS, G E Mercier, Dalhousie, N B, $1.50. $5 to $7. Free. Extra. *See adv page* 476

HOTEL ACADIA (summer resort), I C Hall, Grand Tracadie, P E I, $2.00. $8.00 to $10.00. None. None *See adv page* 487

HOTEL CENTRAL, J W Selfridge, Wolfville, N S. $1.50. $7.00. Free. Free *See adv page* 264

Barker House,



QUEEN ST.

Fredericton, N. B.

The First Class Hotel of the City.

MOST BEAUTIFULLY SITUATED,

Commanding a full View of the Noble River Saint John.

Immediately in front of the Hotel are the extensive Military Grounds where the I. S. C. Band discourses sweetest music during the summer afternoons, thus making this one of the most desirable spots for rest and pleasure-seekers, Tourists and Travellers. RATES: $2.00 and $2.50 per day.

F. B. COLEMAN, - Proprietor.

CITY HOTEL,

MRS. CHAS. PARSONS, Proprietress

Good Stabling in Connection. Terms Moderate.

Queen Street, (Opposite Estey's Mill.) FREDERICTON, N. B.

Hotel Charlotte, J Wilson, St John, N B, $1.00. $3.00 to $4.00 30 cts. None.

HOTEL DAVIES, J J Davies, Charlottetown, P E I, $2 00. Special. Free. Extra.
See adv page 472

HOTEL DUFFERIN, E LeRoi Willis, St John, N B, $2 50 to $3.00. Special. 30 cts. Free.
See adv page 506

Hotel Dumphy, Thomas G Saunders, Fredericton, N B, $1.00. $3.00. 25 cts. None.

Hotel Evangeline, G A Whitebone, Halifax, N S, $1 25 to $1.50. $5.00 to $7.00. Extra. None.

Hotel Evangeline, Wm Gavin, Parrsboro, N S, $1.50. $4.00 to $7 00. Free. Free.

Hotel Leonard, Charles K Leonard, Hampton Station, N B, $1.00. $4.00. Free. Extra.

Hotel Ottawa, Elisha Cosman, St John, N B, $1 00. $4.00 to $5.00. 30 cts. None.

Hotel Royal, B B McNutt, Springhill, N S, $1.50 to $2 00. $7.00 25 cts. Free.

HOTEL RUSS, J B Russ, Summerside, P E I, $1.50. Special. Free.
See adv page 521

Hotel Savoy, Mrs I Brittain, Rockingham, N S, $1.25 to $1.50. $5 00 None. None.

Hotel Spa, D Muir, Jr, Middleton, N S, $1.25. Special. None. Free.

HOTEL STANLEY, J M Fowler, St John, N B, $1.50. $5 00 to $8.00. 30 cts. Free.
See adv page 510

Hotel Thorndike, Geo T Schultz, Liverpool, N S, $1.50. Per agreement None. None.

Hotel Windsor, P Gallagher, Dorchester, N B, $2.00 to $3.00. $8.00 to $15.00. Free. 50c per day.

INDIANTOWN HOTEL, W S Ferris, St John, N B, $1 to $1.25. $3 to $5. 50 to 75 cts. None.
See adv page 514

Inch Aran, Gaunt, Dalhousie, N B, $2.00 to $3.00 $10 00 to $15.00 25 cts None.

INTERCOLONIAL HOTEL, D O'Keefe, Campbellton, N B, $1 00 $3.50 to $5.00. Free. None.
See adv page 469

International Hotel, John McKinnon, Sydney, N S. $1.00. $5.00. Free. None

INTERCOLONIAL HOTEL, Arthur W Dixon, Sackville, N B, $1.25 $4.00 to $5.00. Free. Extra.
See adv page 503

Karnes House, Wm Karnes, Woodstock, N B, $1 00. $3 00. 25 cts. Free.

Kennedy's Hotel. A Kennedy & Son, St Andrews, N B, $2.00. Special. 25 cts. Free.

Kent Hotel, Geo A Irving, Richibucto, N B, $1.50. $4.00. Free. 50 cts.

Kentville Hotel, Miss M Lyons, Kentville, N S, $1.50 $5.00 to $7 00. Free. None.

King's Hotel, J W King, Lunenburg, N S, $1 50 to $2.00 Special. 25 cts. 75 cts.

LAKE VIEW HOUSE, Patrick J Wyatt, Margaret's Bay Road, N S, $2 00. $10.00. None. None.
See adv page 493

Lansdowne House, Miss Doherty, Campbellton, N B, $1.00. $4.50 to $500. Free. None

QUEEN HOTEL,

Fredericton, N. B.

This Hotel is finely situated on Queen Street, overlooking the River St. John, in close proximity to the Parliament Buildings and the Anglican Cathedral.

IT IS EQUIPPED TO ACCOMODATE MANY GUESTS, AND THE CUISINE IS EXCELLENT.

There are large Stables attached, and neat teams can be had by those who wish to enjoy the beauties of the surrounding country. There is everything in connection to contribute to the enjoyment of the tourist.

J. A. EDWARDS, - Proprietor.

LORNE HOTEL,

Nos. 33 and 35 REGENT STREET,

Fredericton, N. B.

EDWARD F. QUINN, - Proprietor.

TERMS -- $1.00 PER DAY.

Convenient to Public Buildings. Modern Improvement.

LANSDOWNE HOUSE, S B Folkins, St John, N B, $1.25. $7.00. 30 cts. None
See adv page 515

Lawlor House, Thomas Lawlor, St Stephen, N B, $1.00. $3.00 to $4.00. 25 cts. None.

LEARMONT HOTEL, A H Learmont, Truro, N S, $2.00. Special. None. Free.
See adv page 525

Long's Hotel, B A Everett, Fredericton, N B, $1.00 to $1.50. $3.50 to $5.00. 25 cts. Free.

LORNE HOTEL, Edward F Quinn, Fredericton, N B, $1.00. $3.00. 25 cts. Free.
See adv page 485

Lorne Hotel, H Akerley, St John, N B, $1.00. $3.00 to $5.00 50 to 75 cts.

LORNE HOUSE, John S Lomas, Halifax, N S, $1.50 to $2.00. $8.00 to $12.00. Extra. None.
See adv page 493

LOUISBURG HOTEL, Mrs B E Hanley, Louisbury, N S. $1.50. $6.00 to $8.00. Extra. Free.
See adv page 496

LOUISBURG HOUSE, Mrs M Slattery, Louisburg, N S, $1 to $1.50. $4 to $5. Extra. Free.
See adv page 497

Lovett House, Mrs M Rockett, Halifax, N S, $1.00 to $1.50. $4.00 to $8.00. Extra, None.

LOURE LODGE (summer resort), Mrs de Balinhard, Digby, N S, $2.00. $10.00. None. None.
See adv page 479

Lyons Hotel, Hy Wipper, Kentville, N S, $1.25. $6.00. Free. Free.

MAITLAND HOUSE, W L McLellan, Truro, N S, $1.00 to $1.25. $4.00 to $5.00. None. None.
See adv page 525

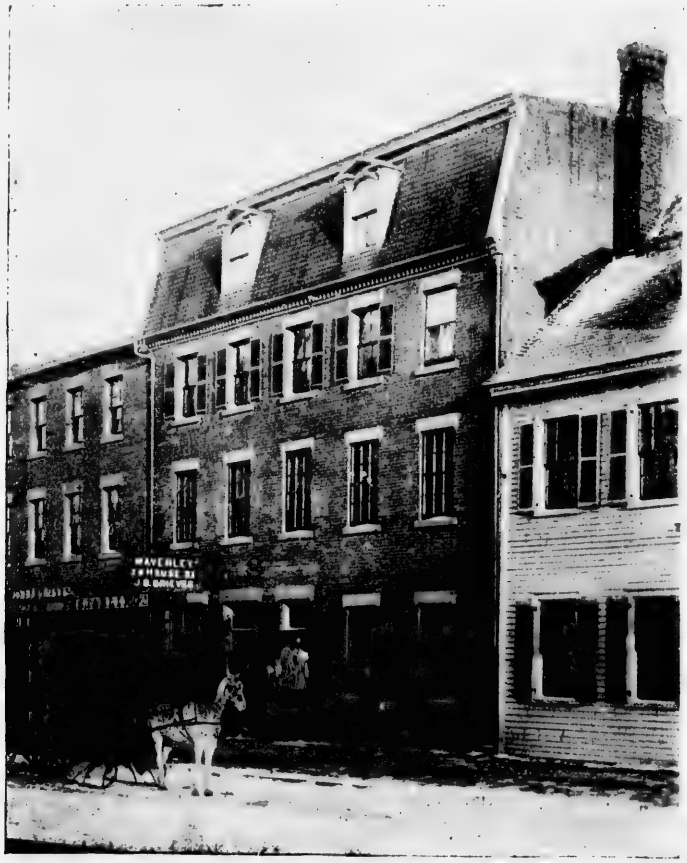
Mansard Hotel, Edmund Simpson, Petitcodiac, N B, $1.25. $3.00 to $5.00. None. Extra.

Marathan House, James A Pettes, Grand Manan, N B, $1.00 to $1.50. Special. None. Moderate.

MACKENZIE HOUSE, H R MacKenzie, Sydney, N S. $1.25 to $1.50. $4 to $5. Extra. Free.
See adv page 522

McLellan House, Thomas McLellan, North Sydney, C B, $1.00 to $1.50. Special. None. None.

McLeod House, Mrs J H McLeod, Annapolis, N S, $1.50. $7.00. Free. None.



WAVERLEY HOUSE,

No. 29 and 31 REGENT STREET,

FREDERICTON, New Brunswick.

Convenient to Public Buildings and Steamer Landing.
All Modern Improvements.

TERMS $1.00 PER DAY.
SAMPLE ROOMS FREE.

Good Stabling in Connection. **Fine Turnouts always on hand.**

J. B. GRIEVES, Proprietor.

PRINCE EDWARD ISLAND—THE GARDEN OF THE GULF.

HOTEL ACADIA,

GRAND TRACADIE BEACH.

Unrivalled as a Health and Pleasure Resort. Surf and Still Water Bathing, Boating and Fishing. The Cuisine is of Noted Excellence. Only Four Miles from Bedford R. R. Station. Two Trains Daily from Charlottetown met by carriages from the hotel. Through Fare to Hotel and Return, One Dollar.
Terms, $2.00 per day; $8 to $10 per week. Opens June 15th.

J. C. HALL.

PETRIE HOUSE,

LITTLE GLACE BAY, C. B.

Finest Sample Rooms in Town. **MRS. B. PETRIE, Proprietress.**

Teams to Meet All Trains.

MERIMAC HOTEL, Rufus Hale, Antigonish, N S, $1 50. $4.00 to $7 00. 25 cts. 50 cts.
See adv page 465

MIDDLETON HOTEL, C C Dodge, Middleton, N S, $1.25. Special. Free. Free.
See adv page 499

Murphy Hotel, Mrs G W Murphy, Andover, N B, $1 00. $3.00. Free. Free.

MURPHY'S HOTEL, Thomas Murphy, Dalhousie, N B, $1.50. $7.00 to $9.00. Free. Extra.
See adv page 478

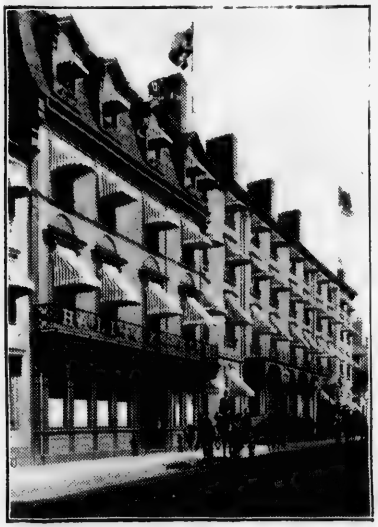
MYRTLE HOUSE, W S Troop, Digby, N S, $1.50 to $2.00. $8.00 to $12.00. None. None.
See adv page 480

New Brunswick Hotel, G H McCormack, St John, N B, $1.00 to $1.25. $4.00 to $5.00. 30 cts. None.

NEWPORT HOUSE, F McManus. St John, N B, $1.00. $4 00 to $5.00. 30 cts. None.
See adv page 515

THE

Halifax Hotel,



The great improvements and additions made to this popular Hotel within the last few years have now placed it in the ranks as one of the foremost Hotels in Canada. It contains now upwards of two hundred bedrooms, with ample accommodation for at least 350 guests. The spacious Dining Hall has a seating capacity for 200 persons. The Parlors, Reading Room and Chambers are all comfortably fitted up and supplied with all modern improvements. Incandescent lights throughout the whole building, in both corridors and rooms. An attractive Conservatory and magnificent outlook over the harbor, which is admired very much by tourists, is approached from the Ladies' Parlor. Also one of the latest improved Electric Passenger Elevators being added for the convenience of its guests—the only one of its kind in the Provinces.

The Cuisine is of the Finest,

And the Proprietors are safe in saying that those who may honor them with their patronage will feel satisfied with their visit to Halifax.

H. HESSLEIN & SONS, - - Proprietors.

The American House,

230 ARGYLE STREET,

HALIFAX, N. S.

MRS, HARTIGAN, - - Proprietress.

Permanent and Transient Boarders Accommodated at Reasonable Rates.

Belmont House,

46 North St., HALIFAX N. S.

MRS. J. McLEAN, Proprietress.

One Minute from Depot. Guests can always be near Depot and get Breakfast before the train leaves. Half minute from Electric car line. Nice Airy Rooms. Parties arriving by boat will find this Hotel one of the most convenient and pleasant in the City. Rates are Very Moderate.

NEW ROYAL HOTEL, C A Jordan, Digby, N S, $1.50. $7.00 to $10.00. None. Extra.
See adv page 480

NEW VICTORIA HOTEL, J L McCoskery, St John, N B, $2.00 to $2.50. Special. 30 cts. Extra.
See adv page 507

Norfolk House, Mrs Murray, New Glasgow, $1.50. Special. Free. Extra.

North Shore House (summer resort), Geo Beairsto, Jr, Malpeque, PEI. Special. Special. None. None.

OXFORD HOUSE, A McNutt, Truro, N S, $1 00. $3.00 to $5.00. None. None.
See adv page 526

PARKER HOUSE, Mrs W H Parker, Digby, N S, $1.25. $6 00 to $7.00. None. None.
See adv page 480

PARKER HOUSE, M W Ainsley, Truro, N S, $1.50. Special. Free. Free.
See adv page 526

Park Hotel, Mrs Parks, St George, N B, $1.25. $6.00. Free. 50 cts.

PEOPLES HOTEL, Wm Wilson, St John, N B, $1.00 to $1.50. Special. None. None.
See adv page 515

HEPPERELL HOUSE, R MacLean, Louisburg, N S, 75 cts to $1.00. $3 to $4. Extra. None.
See adv page 497

HETRIE HOTEL, Mrs B Petrie, Little Glace Bay, C B, $1.50. $5.00 to $6.00. Free. 50 cts.
See adv page 487

Pleasant View House (summer resort), M Smith, Hampton, Reasonable. Reasonable. None. None.

Belle Vue Hotel,

BEDFORD, N. S.

The most Fashionable Summer Resort in Nova Scotia.

BOATING, BATHING, FISHING, Etc.

Trains within one minute's walk of the House at all hours of the day.

WM. WILSON, - - Proprietor.

The Carleton House,

Cor. Argyle & Prince Sts., HALIFAX, N. S.

Situation Very Central, yet Pleasant and Retired.

Visitors to the city for a few days, weeks or months will find the CARLETON a homelike and desirable residence.

Terms: Transient guests, $1 to $2 a day; $5 to $10 a week
Permanent board $4.50 to $8 a Week.
No liquors sold.

F. W. BOWES, Proprietor.

CENTRAL HOUSE,

Corner Prince and Granville Streets,

Opp. Y. M. C. A. and House Assembly.

HALIFAX, N. S.

MISS A. M. PAYSON,

Permanent and Transient Boarders. **Transient Boarders, $1.25 and $1.50 per day.**

The above house is run on strictly Temperance principles.

PORTER HOUSE, W H Townshend, Kentville, N S, $1.50. $6.00. Free. Free.
See adv page 496
Point du Chene House, John McDonald, Point du Chene, $1.00. $4.00. None. None.
Power House, M Power, Bathurst, N B, $1.50. $4.00 to $5.00. 25 cts. Extra.
Prescott House, Mrs T C Washington, St John, N B, $1.25. Special. 30 cts. None.
Presto House, B Musgrave, North Sydney, C B, $1.50. Special. Free. None.
Prince of Wales Hotel, A L McKenzie, Truro, N S, Special. Special. None. None.
Provincial Hotel, Thomas Andrew, Halifax, N S, $1.00 to $1.25. $4.00 to $600. Extra. None.
Queen Hotel, David McNamara, Parrsboro, N S, $1.50. Special. Free. None.
QUEEN HOTEL, C A Perkins, Annapolis, N S, $1.50. $6.00 to $9.00. Free Free.
See adv page 464
QUEEN HOTEL, P P Archibald, Charlottetown, P E I, $1.50 to $2. $5. to $8. Free. Extra.
See adv page 473
QUEEN HOTEL, John A Edwards, Fredericton, N B, $2.00 to $2.50. Special. 25 cts. Free.
See adv page 484
Queen Hotel, Jas P Fairbanks, Halifax, N S, $2.00 to $2.50. Per agreement. Extra. Free.
Queen Hotel, A McKinnon, Moncton, N B, $1.00 to $1.25. $4.00 to $5.00. Free. Extra.

GLOBE HOTEL,

277 Barrington St, **HALIFAX, N. S.**

CENTRALLY LOCATED. Electric Cars Pass the Door. TERMS MODERATE.

EDMUND McDONALD, - Proprietor.

Elmwood House,

13 to 15 South Street, Cor. of Pleasant,

Electric cars Pass the Building. HALIFAX, N. S.

H. C. PREEDY, - PROPRIETOR.

Most Pleasantly Situated Overlooking the Harbor.
Fitted Throughout with All Modern Improvements.

HAWTHORNE HOUSE,

Margaret's Bay Road,
Halifax, N. S.

J. G. WHITE, - Proprietor.

This Hotel, situated on the Margaret's Bay Road, (one of the finest drives in Halifax), is 6 miles from the City. Parties stopping here will receive every attention.

DINNERS AND LUNCHEONS AT SHORTEST NOTICE.

LAKE VIEW HOTEL

PATRICK J. WYATT. - Proprietor.

Margaret's Bay Road, - - - HALIFAX COUNTY,

7½ MILES FROM HALIFAX.

BEAUTIFUL ROADS. FINE SCENERY.

20 Lakes in view from the Blue Mountains, where the Tourist will find good Fishing.

LORNE HOUSE,

81, 83, 85, 87, 89 MORRIS STREET,

Halifax, N. S.

First-class Family Hotel for Transient or Permanent Guests.

Situated in a Pleasant Locality, within a few minutes walk of the Post Office, Academy of Music, Public Gardens, Skating Rink and Business Part of City.

Opposite the Cathedral **Electric Cars within a Minute's Walk.**

LARGE ROOMS, ATTENTIVE SERVANTS,
GOOD TABLE. HOT and COLD BATHS.

TERMS MODERATE.

TELEPHONE CONNECTION. Apply personally or by Letter to **JOHN S. LOMAS, Proprietor.**

Queen Hotel, B Davison, Pictou, N S, $1.00. $4.00. None. None.

QUEEN HOTEL, Wm Agate, St John, N B, $1.50 to $2.00 Special. 30 cts. Extra.
See adv page 508

QUEEN HOTEL, P Doherty, Sussex, N B, $1.50 $5.00 and upwards. None. Extra.
See adv page 521

QUEEN HOTEL, J W Smith, St Stephen, N B, $1.50. Special. 25 cts. Free.
See adv page 518

Queen Hotel, J E Colwell, Woodstock, N B, $1.00. $3.00. 25 cts. Free.

QUEEN HOTEL, E M Nichols, Yarmouth, N S, $1.50 to $3.00. Special. 25 cts. Extra.

Railway House, Joseph Boutillier, Sydney, C B, 75 cts. $3.50. Free. None.

Revere Hotel, Mrs D Desmond, Campbellton, N B, $1.00. $3.00 to $5.00. Free. Extra.

Revere House, Mrs Thos Murphy, Truro, N S, $1.00. $3.50 to $5.00. None. None.

REVERE HOUSE.

NORTH STREET, Opposite I. C. R. Station.

HALIFAX, - - - - - Nova Scotia.

FIRST-CLASS IN EVERY PARTICULAR.

Charges Moderate

J. S. PRIEST, - - - Proprietor.

BAY VIEW HOTEL,

HILLSBORO, ALBERT CO., N. B.

This Hotel is centrally situated—in close proximity to all business places. 2 minutes walk from Railway Station.

LARGE ROOMS. .·. GOOD TABLE. .·. MODERATE RATES.

Livery Stable in Connection. Teams to all parts of the County. **ATSELL STEEVES, Proprietor.**

RIVERSIDE HOTEL,

This Hotel is well adapted for a few days Fishing, being alongside of some of the finest streams and lakes in Halifax County, and being only a few miles from the City a party can get out, have good sport and return the same day. . . . . **Terms Moderate.**

DINNERS AND LUNCHEONS AT SHORTEST NOTICE. **John Ahearn, - Proprietor.**

Margaret's Bay Road, Halifax Co., N. S

WARD'S HOTEL,

HILLSBORO, N. B.

Two Minutes walk from Station. **Good Sample Rooms.**
Free Coach attend all Trains. **Terms Moderate.**

LIVERY IN CONNECTION.

James T. Ward, Manager.

HOTEL ABERDEEN,

KENTVILLE, NOVA SCOTIA.

Specially adapted for TOURISTS and COMMERCIAL TRADE.

WELL FURNISHED ROOMS.

GOOD SAMPLE ROOMS. LIGHTED THROUGHOUT BY ELECTRICITY.

and only a few steps from the Railway Station.

WILL ACCOMMODATE 80 GUESTS.

REVERE HOUSE, M Russell, Bridgetown, N S, $1.00 to $1.50. $5 00 to $7 00. 25 cts. Free.
See adv page 468

REVERE HOUSE, J S Priest, Halifax, N S, $1.25 to $1.50. $5.00 to $7.00. Extra. None.
See adv page 494

REVERE HOTEL, P S Brown, Charlottetown, P E I, $1. to $1.50. $5 to $7. Free. Extra.
See adv page 474

REVERE HOTEL, Nat Doherty, Pictou, N S, $1.50 to $2.00. $7.00 to $10.00. 25 cts. Free.
See adv page 102

RIVER VIEW HOTEL, Peter Archer, Chatham, N B, $1 to $1.50. $4 to $5. 25 cts. Extra.
See adv page 476

River Side Hotel, Alfred Thornton, Hartland, N B, 75 cts. to $1.00. $3.00 to $5.00. 50 cts. 50 cts.

RIVERSIDE HOTEL, J Ahern, St Margaret's Bay Road, Hx Co, N S, $1.00. $5.00. None. None.
See adv page 494

Riverside Hotel, J E Stocker, Oromocto, N B, $1.50. $4.00 to $5.00. None. Free.

Porter House,

KENTVILLE, NOVA SCOTIA.

The Finest Furnished Hotel in the Annapolis Valley.

RATES $1.50 PER DAY.

Good Sample Rooms. Large, Airy Bed Rooms.

FIRST CLASS TABLE.

W. H. TOWNSEND, - Prop.

THE LOUISBURG HOTEL

MRS. B. HANLY, Proprietress.

This Hotel has been newly and thoroughly fitted up with all the Modern Conveniences.

GOOD CUISINE AND MODERATE RATES. **FREE 'BUS TO AND FROM STATION.**

During the Summer months the Locality of the old and histotic town is admirably situated for Tourists and all wishing to escape the heat of towns.

GOOD FISHING GROUNDS IN THE VICINITY.

LOUISBURG, - - Cape Breton.

LOUISBURG HOUSE,

Mrs. M. Slattery,
Proprietress.

Louisburg, - - Cape Breton.

Best accommodation is given to Guests and Commercial Travellers.

Rates per Day: $1.00 to $1.50. Rates per Week: $4.00 to $5.00.

Meals served at all hours and at Reasonable Rates.

Splendid view of the Harbor and Town from the verandah of the above Hotel.

Pepperell House,

LOUISBURG, Cape Breton,

RONALD McLEAN, - Proprietor.

MEALS AT ALL HOURS.

Every Attention Paid to the Accommodation of Guests.

Robertson Hotel, Geo Robertson, Bathurst, N B, $1.50. Special. 25 cts. Extra.

ROSE BANK HOTEL (summer resort). Miss A Ketchum, Rothesay, N B. Special. Special. None. None. *See adv page* 516

ROSE COTTAGE HOTEL, F P Rockwell, Wolfville, N S, $1.50 to $2. Per agreement. Free. Free. *See adv page* 530

ROYAL HOTEL, A A Adams, Campbellton, N B, $1.50. $5.00 to $7.00. Free. Extra. *See adv page* 471

Royal Hotel, Mrs A Babin, Edmundston, N B, $1.50. Moderate. Free. Free.

Royal Hotel, Mrs B Atherton, Fredericton, N B, $1.00. $3.00 to $5.00. 25 cts. Special.

Royal Hotel, J W Salterio, Halifax, N S, $1.25 to $1.50. Per agreement. Extra. Free.

Royal Hotel, H C Pray, Truro, N S, $1.00. Special. None. None.

ROYAL HOTEL, Raymond & Doherty, St John, N B, $3.00. Special. 30 cts. 50 cts. *See adv page* 509

ROYAL HOTEL, J W Beckwith, Wolfville, N S, $1.50 to $2.00 $5 00 to $9.00. Free. Free. *See adv page* 529

SAINT CROIX HOUSE, Thos Finley, St Stephen, N B, $1.00. $3.50 to $4.00. 25 cts. None. *See adv page* 519

Saint John Hotel, J A Burns, St John, N B, $1.00 to $1.25. $4.00 to $5.00. 30 cts. Free.

Seaside Hotel, P A Grant, Port Mulgrave, N S, $1.50. $7.00. Free. Free.

HOTEL AMERICAN,

MONCTON, N. B.

Well and favorably known by Commercial Travellers, and admittedly **the Best $1.50 per day** House in the Province.

Nice large, bright, airy Bedrooms. All Modern Improvements. Excellent Attendance. Cuisine Unexcelled.

First-class Barber Shop in connection. Electric Cars pass the door

CASSON & CHISHOLM, - PROPRIETORS.

Middleton Hotel,

MIDDLETON, ANNAPOLIS CO., N. S.

C. C. DODGE, Proprietor.

Centrally Located. The Home of Commercial Travellers.
Passengers conveyed to and from the Station Free of Charge.
Charges Moderate. First-class Livery Stable in connection.

GOOD SAMPLE ROOMS.

SEASIDE HOTEL, Mrs Jas McDonald, Point du Chene, N B, $1 to $1.50, $4 to $5. None. None.
See adv page 503
Seaside Hotel (summer resort), John Hewson, Rustico, P E I, $1 to $1.50. $7 to $10. None. None.
Shaw's Hotel (summer resort), Mrs Shaw, Brackley Point, P E I, $1 to $1.50. Special. None. None
SHERMAN HOUSE, Mrs R M Holdsworth, Shubenacadie, N S, $1.00. $3.00. Free. 50 cts.
See adv page 520
Short's Hotel, Miss Short, Digby, N S, $1.50. $8.00. None. None.
Smith's Hotel, F W Smith, Bridgewater, N S, $1.00. $4.00 to $5.00. None. Free.
STANLEY HOTEL, A S Murphy, Truro, N S, $1.50. Per agreement. None. Extra.
See adv page 527
Sydney Hotel, Sydney Hotel Co, Sydney, C B, $2.00 to $3.00. Per agreement. Extra. Free.
Telegraph House, Dunlop Bros, Baddeck, N S, $1.00 to $2.00. $7.00 to $12.00. Free. Free.
Temperance Hotel, Wm Rommel, Alma, N B, 85 cts. $5.00. None. None.
Temperance House, D A Jonah, Petitcodiac, N B, $1.00. $3.00 to $4.00. None. None.
Terrace Hotel, Wm Calhoun, Amherst, N S, $1.50 to $2.00. Special. Free. Free.
Terrace Hotel, P F Melanson, Shediac, N B, $1.00. $4.00. Free Extra.
Toronto House, Mrs A T Secord, St John, N B, $1.00. $3.00 to $5.00. 30 cts. None.
Tremont Hotel, Thos Renner, Halifax, N S, 75 cts. to $1.00. $4.00 to $5.00. Extra. None.
TREMONT HOUSE, Mrs A Logue, St John, N B, $1.00 to $1.50. $4.00 to $5.00. 30 cts. Extra.
See adv page 516
Turner House, W L Allerton, Woodstock, N B, $1.00. $3.50 to $5.00. 25 cts. None.
Union Hotel, Stephen Garland, Elgin Cor, N B, $1.00. $3.00. Free. 50 cts.
Valley House, Carlton Neily, Kingston Station, N S, $1.25. $4.00. Free. 50 cts.
Vendome Hotel, W T Scribner, Hampton Station, N B, $1.50. $6.00. None. Free.
VENDOME HOTEL, S McDearmid, New Glasgow, N S, $1.50. Special. Free. Free.
See adv page 502
VICTORIA HOTEL, D W McCormick, St John, N B, $2.00 to $3.00. Special. Extra. Extra.
See adv page 511
Victoria Hotel, Newton Lee, Truro, N S, $1.00. $4.00. Moderate. Moderate.

HOTEL BRUNSWICK

MONCTON, N. B.

CANADA.

The Largest and best Located Hotel in the City.

ACCOMMODATING 200 GUESTS

Situated in the centre of spacious grounds and surrounded by elegant shade trees, making it specially desirous for Tourists in the summer season.

GEO. McSWEENEY, - Prop.

COMMERCIAL HOTEL,

CHAS. P. ATKINSON, - Proprietor.

This Hotel is centrally situated, two minutes' walk from Steamboat Wharf, in view of the Miramichi River.

Celebrated Fishing locality. Intending sportsmen accommodated.

Hacks to all trains and boats. Accommodation of the best, and prices moderate.

NEWCASTLE, N. B.

Waverley Hotel.

JOHN McKEEN, - PROPRIETOR.

Newcastle,

MIRAMICHI, N. B.

This Hotel has been lately enlarged, giving fine spacious rooms, fitted with all modern appliances. Hot and Cold Water Baths, &c., &c.

Located in the principal business part of the town, near Banks, Post Office, &c.

Teams to all trains and steamboats. Fine Sample Rooms.

Patronage from Commercial Travellers solicited. Tourists and Travellers will find this a comfortable Home at moderate rates.

Livery Stable in connection. First-class Teams may be had at all hours and to any part of the county.

Magnificent Fishing and Sporting locality.

ELLIOTT HOUSE, Newcastle, N. B

Formerly THE MITCHELL HOUSE.

Newly furnished and refitted throughout. Permanent and Transient Boarders accommodated at reasonable rates. The most comfortable home for Tourists. Sample Rooms furnished. Good Stabling on the premises.

MRS. WALTER J. ELLIOTT, - Proprietress.

HOTEL VENDOME,

NEARLY OPPOSITE R. R. DEPOT NEW GLASGOW, N. S.

D. MacDearmid, - - Proprietor.

Recently Remodled and Refurnished

AND IS FIRST-CLASS IN EVERY RESPECT.

CHIEF RESORT FOR TOURISTS AND COMMERCIAL MEN.

Revere Hotel,

PICTOU, NOVA SCOTIA.

Is the Best Hotel in town.

Accommodation for 75 Guests or more.

Only 50 Yards foom Depot.

Good Connections Made with

P. E. Island Boats and Cape Breton.

NAT. DOHERTY, PROPRIETOR.

Victoria Hotel, T J Boyer, Woodstock, N B, $1.50. $5.00 to $7.00. 25 cts. Extra.

VICTORIA HOUSE, Mrs P H Faulkner, Digby, N S, $1.50 to $2. $7 to $10. None. None.
See adv page 481

Village House, E Burbidge, Kentville, N S, $1.00. $3.00 to $4 00. Free. None.

WARD'S HOTEL, Jas T Ward, Hillsboro, N B, $1 25. $4.00 to $6.00. Free. Extra.
See adv page 495

Waverley Hotel, Mrs A Baxter, Canning, N S, $1.50. $5.00 to $6.00. Free. Extra.

WAVERLEY HOTEL, J B Grieves, Fredericton, N B, $1.00. $3.50. 25 cts. Free.
See adv page 486

SEASIDE HOTEL,

Point du Chene, N. B.

THIS HOTEL is thoroughly equipped with all the conveniences of a First-class Summer Resort, and overlooks the beautiful beach at Point du Chene. It is situated almost opposite the depot, and a 3 minute walk from P. E. I. Steamboat Wharf.

Good Boating, Fishing and Excellent Serf Bathing.

RATES MODERATE.

FOR FURTHER PARTICULARS ADDRESS,

MRS. JAMES McDONALD, Proprietress.

Intercolonial Hotel,

A. W. DIXON, - - - - Proprietor.

OPPOSITE I. C. RAILWAY STATION, SACKVILLE, N. B.

LARGE AND NEW SAMPLE ROOMS IN THE CENTRE OE THE BUSINESS PART OF THE TOWN.

TEAMS TO THE TOWN FREE.

The N. B. & P. E. Island Trains leave I. C. R. Station opposite this Hotel

Passengers to and from Prince Edward Island can here find the best of accommodation and at moderate rates, and can be supplied with Teams to the Town and vicinity at all hours.

BAY VIEW HOTEL.

CHAS. HORSNELL, - Proprietor.

Good Stabling in Connection. Terms Moderate.

Water Street, - St. Andrews N. B.

THE LEADING HOTEL.

BRUNSWICK HOUSE.

JAMES KELMON, - Proprietor.

LIVERY STABLE IN CONNECTION WITH HOTEL.

Coach at All Trains. **St. George, N. B.**

The Clifton House

IS the most convenient departing point for all that is worth seeing in St. John. It is on the best residence Streets, fronting on Germain and Princess Streets, and one block from King, the principal business Street. The Street Cars can be reached but one block away in three different directions, thus escaping their noise. Post Office and Banks are in the immediate vicinity.

The Clifton has been successfully conducted under the present management since its erection in 1878.

A. N. PETERS, Proprietor.

THE

DUFFERIN

ST. JOHN, N. B.

Down By The Sea.

The only Hotel in the Province having Grounds for Recreation and Open-air Concerts.

Strictly First-class in every detail.

Thoroughly Renovated, Furnished with the most Luxurious Furniture procurable.

The most conveniently situated Hotel in the City, either for business or pleasure. This house overlooks the beautiful Public Garden which are so delightful to Summer Tourists.

Excellent Cuisine. Electric cars to all parts of the city passes the door every few minutes.

E. LeROI WILLIS, - Prop.

NEW VICTORIA HOTEL

248 to 256 Prince William Street,

J. L. McCOSKERY, Proprietor. **ST. JOHN, N. B.**

One minute walk from International S. S. Co's Pier.

Street Cars to and from all Railway stations and Steamboat Landings pass the Hotel every five minutes.

View from New Victoria not equalled by any hotel in the city.

Band Concerts on the lawn.

Unexcelled Cuisine. **Rates $2.00 and $2.50 per day.**

Queen Hotel.

111 & 113 PRINCESS STREET,

ST. JOHN, N. B.

The above Hotel has been newly Remodelled, Repainted and Refurnished throughout, and has [illegible] latest improvements.

WELL SUPPLIED WITH HOT AND COLD WATER BATHS, AND LIGHTED THROUGHOUT BY THE AUER LIGHT SYSTEM. . .

Splendid Hotel for Tourists and Travellers to stop at. Only two minutes walk from the very centre of the City, but quietly situated so that a person is not annoyed with the uproar and bustle of the more public streets.

The Electric cars pass the doors every few minutes. Table unexcelled.

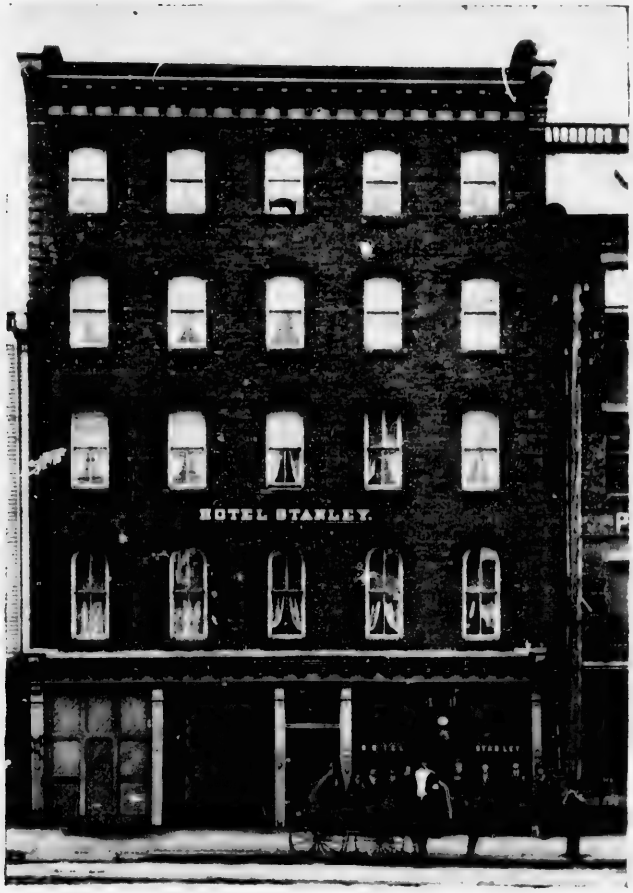
TERMS MODERATE.

WM. AGATE, - Proprietor.

ROYAL HOTEL
ROYAL
ROYAL HOTEL
ST JOHN RAILWAY
RAYMOND &
DOHERTY, PROPRIETORS.
ST JOHN, N.B.

OVERLOOKING THE BEAUTIFUL KING SQUARE—
THE FINEST IN THE CITY.

HOTEL STANLEY,



J. M. FOWLER.
Proprietor.

St. John, N. B.

J. A. FOWLER, Manager.

Terms Liberal.

VICTORIA HOTEL, D. W. McCORMICK, PROPRIETOR.

Centrally Located. Electric Elevator
and all Modern Improvements.

FIRST-CLASS IN EVERY PARTICULAR.

King Street, ST. JOHN, N. B.

Bangor House,

ROBERT CLARKE, PROPRIETOR,

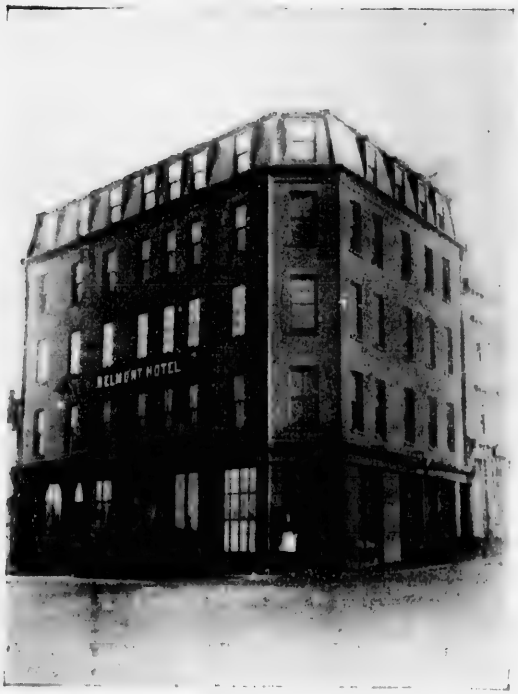
13 King Square, (North Side.)

This Hotel is pleasantly and centrally situated, overlooking the fine Square.

Tourists and Travellers will find this Hotel a Comfortable Home.

TERMS MODERATE.

SAINT JOHN. N. B.



BELMONT HOTEL,

Heated by Hot Water.
Lighted by Electricity.
Hot and Cold Baths.
Terms Moderate.
Coach in attendance on all Trains and Steamers.
Electric Cars pass the House connecting with all Trains and Steamers.
Baggage to and from the Station Free.
Telephone No. 21.

Directly opposite the Union Depot, St. John, New Brunswick, and within 2 minutes walk of the New York Pier, Landing of the Digby Boat.

J. SIME, - Proprietor.

BELYEA HOTEL

255 Prince William Street,

JAS. L. BELYEA,
Proprietor.

ST. JOHN, N. B.

One Minute's Walk from Steamboat Landing.

Street Cars to and from all Railway Stations and Steamboat Landings pass this Hotel every five minutes.

TERMS $1.00 to $1.50 PER DAY.

CUMBERLAND HOTEL,

Cor. Prince Wm. and Duke Streets,

ST. JOHN, N. B.

Permanent and Transient Boarding,

COMFORTABLE HOUSE. GOOD BOARD.

Terms Reasonable by the Day or Week.

MRS. J. HAYES.

HALIFAX HOUSE,

UNION BLOCK, **Paradise Row Cor. Mill Street,**

ST. JOHN, N. B.

PERMANENT AND TRANSIENT BOARDERS

Accommodated on Reasonable Terms.

MEALS SERVED ON ARRIVAL OF ALL TRAINS.

MRS. H. FRIARS, Proprietress

☞ **Three Minutes Walk from I. C. R. Depot.**

Eldon House, 190 Union Street, ST. JOHN, N. B.

MRS. E. J. JONES, Proprietress.

Transient Boarders $1.00 Per Day. Street Cars to and from all Railway Stations and Steamboat Landings pass the House every Five Minutes.

INDIANTOWN HOTEL,

121 BRIDGE STREET,

INDIANTOWN, ST. JOHN, N. B.

Permanent and Transient Boarders
Accommodated on Reasonable Terms
BY THE DAY OR WEEK.

W. S. FERRIS, Proprietor.

LANSDOWNE HOUSE.

LIGHT, ROOMY AND AIRY CENTRALLY LOCATED.

S. B. FOLKINS, Proprietor.

34 South Side King Square, - **ST. JOHN, N. B.**

PERMANENT AND TRANSIENT BOARDERS.

Newport House,

23 KING STREET,

Permanent and Transient Boarders accommodated on Reasonable Terms.

ST. JOHN, N. B.

F. McMANUS, Proprietor.

People's Hotel

AND

DINING ROOMS.

TABLE UNSURPASSED. **MEALS AT ALL HOURS.**

WELL FURNISHED THROUGHOUT. A HOME TO STOP AT WHILE AWAY FROM HOME.....

Reasonable Rates.

32 Mill Street, - St. John, N. B.

Only Two Minute's Walk from I. C. R. Depot.

W. WILSON, - PROPRIETOR.

Tremont House,

109 CHARLOTTE STREET, ST. JOHN, N. B.

Permanent and Transient Boarding at Reasonable Rates.

ELECTRIC CARS PASS THE DOOR EVERY FIVE MINUTES.

This House is fitted with all Modern Improvements, and is Centrally Located.

MRS. A. LOGUE, Proprietress.

Rose Bank Hotel,

ROTHESAY, Kings County, N. B.

The place for **TOURISTS AND TRAVELLERS** to spend a few months.

The View from this Hotel cannot be surpassed—looking out on the surrounding country and up the Kennebeccasis for miles.

∴ **NOT HALF A MINUTE WALK FROM THE RAILWAY STATION.** ∴

Being Centrally Located and nicely fitted up, besides being convenient, we have no hesitation in soliciting a share of the public patronage.

MISS A. KETCHUM, Proprietress.

Ben Lomond House,

ST. JOHN COUNTY, N. B.

STERLING H. BARKER, - Proprietor.

This House is situated on the shore of "LOCH LOMOND"—ten miles from St. John, and but only four miles from the BAY OF FUNDY, is large and commodious, well lighted and fitted with all modern conveniences.

Loch Lomond contains excellent ***TROUT, BASS and LAND LOCKED SALMON, PARTRIDGE, SNIPE, WOODCOCK, BLACK DUCK, and DEER*** in the vicinity. All necessary information will be supplied to Tourists and Travellers

GOOD BOATING, FISHING and SHOOTING.

DAILY STAGES TO ALL POINTS. LIVERY STABLES IN CONNECTION.
TERMS MODERATE.

Telephone and Post office in the House. Address or Telegraph "Ben Lomond, N. B."

Queen Hotel.

This Hotel is centrally located, opposite Post Office, within one minute's walk of the C. P. R. station, and is in close proximity to all business places.

Has been lately refitted, and furnished with all modern appliances.

Hot and Cold Water Baths, &c.

SPECIAL ATTENTION given to the Table and to the general comfort of Guests. A desirable home for Tourists and Commercial Travellers.

Good Sample Rooms. Stables in Connection. Terms Moderate.
Coach in Attendance at All Trains.

J. W. SMITH, - Proprietor,

WATER STREET, ST. STEPHEN, N. B.

WINDSOR HOTEL,

A. L. DRAKE, Proprietor.

Headquarters for Tourist and Commercial Travellers.

WATER STREET, ST. STEPHEN N. B.

First Class Sample Rooms. Carriages to and from all Trains and Boats.

BARTLETT HOUSE,

MRS. S. HANSON,
Proprietress.

ST. STEPHEN, N. B.

Good Rooms. Good Table.

Moderate Rates.

Try Them.

ST. CROIX . . . HOUSE,

KING STREET, ST. STEPHEN, N. B.

THOMAS FINLEY, - Proprietor.

This House is centrally located on King Street convenient to the Railway Station and to all business places.

Guests promptly attended to, and every satisfaction given.

RATES MODERATE.

American Hotel,

SHUBENACADIE, N. S.

THOMAS COX, Proprietor.

This Hotel has excellent acccommodation for the

TOURIST AND COMMERCIAL TRAVELLERS.

WELL FURNISHED THROUGHOUT. TERMS MODERATE.

Sherman House,

MRS. R. M. HOLESWORTH,
Proprietress,
Successor to
J. N. McHEFFEY.

Long and Favorably Known. Enlarged, Renovated and Refurnished.
Heated by Steam and Lighted by Electricity.

Excellent Accommodation for Commercial Men. Every Attention Paid to Guests.
Good Stabling. Visit our Sample Rooms.

Opposite Depot, SHUBENACADIE, - NOVA SCOTIA.

Merchants' Bank of Halifax in Building.

The Clifton House,

WATER. COR. CENTRAL STREETS,

SUMMERSIDE, - P. E. Island.

The MISSES MAWLEY, Proprietresses

This Hotel is pleasantly and conveniently situated in the most central part of town, within a short distance of Post Office, Banks and Business Firms.
Lately enlarged and refitted with all modern appliances. Special Attention given to Travellers.
Coaches meet all trains and steamers. Good Sample Rooms in connection.

HOTEL RUSS,

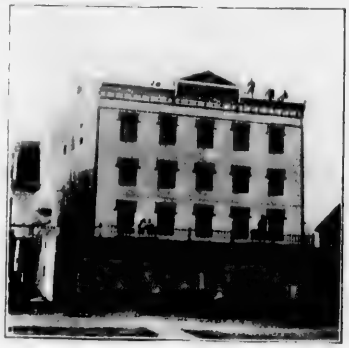
Central Street, - Summerside, - P. E. Island.

J. B. RUSS, - Proprietor.

This Hotel is pleasantly and conveniently situated, is the most central Hotel in the town and is within a short distance of the Post Office.

COMFORTABLE HOME FOR TOURISTS.

Free Coaches meet all trains and Steamers. Good Table, careful attention, Moderate Charges. Sample Rooms, Livery Stable and Telephone in connection.



QUEEN HOTEL,

Opp. Railway Depot,

Sussex, N. B.

The House has recently been Enlarged, Renovated and Furnished throughout. All Modern Improvements. Hot and Cold Water Baths.

Excellent Sample Rooms. Livery in connection.

Commercial Travellers' patronage particularly solicited.

P. DOHERTY, - Proprietor.

The BEST Hotel

in the Charming Town of Sussex is

THE DEPOT HOUSE.

All modern conveniences, yet one of the most home-like hotels on the I. C. R. The building is lighted by electricity, heated by steam, and has good bath rooms.

A first class livery in connection will furnish guests with comfortable turnouts for fishing excursions and driving parties. Every care and attention will be given.

Commercial men receive every attention, and have large, convenient and centrally located sample rooms at their disposal. Porters attend all trains.

A. B. PUGSLEY, - Proprietor.

SUSSEX, N. B.

MACKENZIE HOUSE HOTEL,

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H. R. McKENZIE,

PROPRIETOR.

Five minute's walk from the Railway Station, the Terminus of the Intercolonial and the Louisburg, and in the centre of the business part of the town.

5 large Sample Rooms. Particular attention Paid to Commercial Travellers.

Hotel Cabot.

R. GILLIS, Proprietor,

SYDNEY, Cape Breton.

This Hotel is Splendidly situated near the Centre of the Town and is finely Furnished Throughout. . . . . .

CUISINE UNEXCELLED.

The Home for Tourists and Travellers.

TERMS MODERATE.

CLARK'S HOTEL,

South Charlotte Street. (next door to Merchant's Bank),

SAMPLE ROOMS ON THE PREMISES. **SYDNEY, C. B.**

This Hotel has been entirely Re-fitted and Re-furnished and is now open for the reception of Permanent and Transient Boarders at Reasonable Rates, with well furnished Table and Comfortable Rooms.

WM. CLARK, Proprietor.

DOMINION HOUSE,

Cor. Havelock St. and Esplanade, - **TRURO, N. S.**

OPPOSITE INTERCOLONIAL RAILWAY STATION.

Re-modelled and newly Furnished throughout. First class Accommodation.
Good Sample Rooms. First-class Barber Shop in connection.

MODERATE RATES.

J. W. WALSH, - Proprietor.

GRAND CENTRAL HOTEL,

To the left as you come from R. R. Station. **TRURO, N. S.**

Large and Well Furnished Rooms heated by hot air. The Table is first-class in every respect. Every attention paid to guests.

Boarding Stables in connection. Good Sample Room. Charges moderate.

ALEX. CARTER, - Proprietor.

THE HOME AWAY FROM HOME.

FIRST-CLASS IN EVERY PARTICULAR. CHARGES MODERATE.

Hotel American,

Opposite I. C. R. Station,

F. C. FAULDS, **Manager.** TRURO, N. S.

THE LEARMENT HOTEL,

A. H. LEARMENT, Proprietor.

TRURO, - - Nova Scotia.

This well known Hotel has been replaced by a new and modern building, newly furnished throughout, and is now one of the most modern Hotels in the Maritime Provinces.

Situated close to the Railway Station, Tourists and Commercial Travellers will find it the most convenient Hotel in Truro.

Finest Sample Rooms in the Maritime Provinces.

Maitland House,

W. L. McLELLAN. Proprietor

TRURO, N. S.

Large and Airy Rooms fitted up with all the Latest Improvements. Hot and Cold Water Baths.

LIVERY STABLES IN CONNECTION.

The above House is strictly a Temperance House. TERMS MODERATE.

Thoroughly heated throughout by Hot Air Furance.

MODERN IMPROVEMENTS. **TERMS MODERATE.**

Parker House,

M. W. AINSLEY, PROPRIETOR.

Outram St., - TRURO, N. S.

SAMPLE ROOMS. TELEPHONE 65. ELECTRIC LIGHT.
HOT WATER HEAT. HOT AND COLD BATHS.

OXFORD HOUSE,

OUTRAM STREET,
TRURO, NOVA SCOTIA.

Abner McNutt, Proprietor.

RATES: $1.00 PER DAY.

All the Appointments and Accommodations of a Good Hotel for Transient and Permanent Patrons.

FIRST-CLASS STABLING

ON THE PREMISES.

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A. S. MURPHY, - Proprietor.

Truro, N. S.

Largest and Finest Dining Hall in the Province. Centrally Located. Large Sample Rooms. Hot and Cold Baths. Telephone. Terms, $1.50 per day.

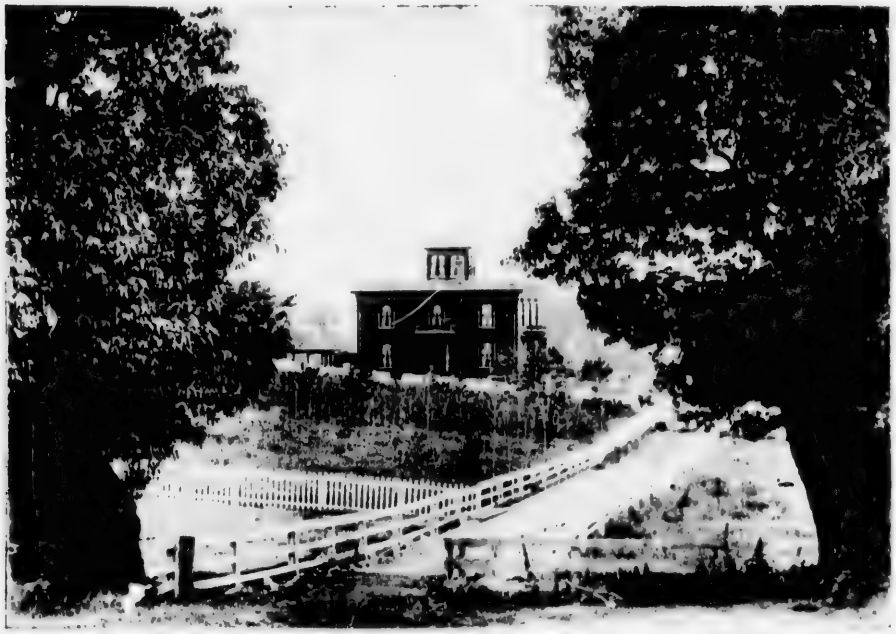
"ASHLEIGH"

Weymouth, - Digby County, - Nova Scotia.

THE Subscriber can accommodate about fifteen persons with board and lodgings for the Summer months, at his comfortable old home at Weymouth, N. S.

"Ashleigh" is beautifully situated in the very best part of Weymouth, near the mouth of the beautiful Sissiboo River, on high ground, and commanding a fine view of that lovely sheet of water, St. Mary's Bay. Ornamental and fruit trees shade the grounds. Splendid Bathing, Boating, Canoeing and Fishing only a few hundred yards from house. Cherries and other fruits, berries, vegetables, milk, eggs, etc., produced on the place. Post office opposite. Terms on application. Special rates for families and long term guests. 20 hours from Boston via Yarmouth S. S. Co. and D. A. Ry.

WM. W. JONES.



Beauregard House,

WEYMOUTH, N. S.

FOR SUMMER TOURIST
IN SUMMER SEASON ONLY.

Is situated on the side of Sissiboo River. The House is thoroughly furnished with special reference to the requirement of first class Tourist with an unsurpassed view of the River and the D. A. R. Bridge crossing it

BEAUREGARD is just newly built, and was opened to the Summer Tourist July 1, 1897 with all the requirements

Conveyances will convey Bathing, Fishing and Picnic Parties Free.

TERMS $2.00 PER DAY. (By the week made known on application

T. F. BOURQUE, Man. and Prop.

WEYMOUTH HOUSE,

R. L. BLACK, Proprietor,

Weymouth Bridge, - Nova Scotia.

A FIRST CLASS and well appointed Hotel, newly repaired and refurnished: Pleasantly situated in the business part of the Town: within 50 yards of the R. R. Station and Telegraph Office: Telephone in the House: New Bath Room with all other appliances for the comfort of Guests: No better place can be found in the Maritime Provinces for our American Cousins to spend their vacation.

The finest Cherries in the World in Abundance, Free to Guests.

Royal Hotel

WOLFVILLE, Nova Scotia.

J. W. BECKWITH, Proprietor.

This large and commodious Hotel, has been lately rebuilt on the Old Site, and furnished throughout in the most modern style. HOT and COLD WATER BATHS ELECTRIC LIGHTS and TELEPHONE COMMUNICATION. Is centrally situated, within three minutes walk of Railway Station and in close proximity to Business Places.

Livery Stables in Connection.
HOME OF EVANGELINE.

Teams to all parts of the Valley.

HOTEL AMERICAN,

L. E. DUNCANSON, Proprietor.

WOLFVILLE, Nova Scotia.

SITUATED IN THE HEART OF THE "LAND OF EVANGELINE."

Good Attendance. **Moderate Rates.** **First-Class Livery in Connection.**

☞ Passengers conveyed to and from depot free.

ROSE COTTAGE,

WOLFVILLE, N. S.

F. P ROCKWELL, - - Proprietor.

Situated in the heart of the Evangeline County and conveniently located in the beautiful town of Wolfville, makes this a most popular resort.

Special attention will be given to the entertainment of American tourists.

First-class Livery Stables in Connection. **Also Convenient Sample Rooms.**

PASSENGERS CONVEYED TO AND FROM RAILWAY STATION FREE OF CHARGE.

For everything in the line of PHOTOS and SOUVENIRS of the County call at the WOLFVILLE BOOK STORE.

ROCKWELL & CO.

EXCHANGE HOTEL,

Queen Street, Corner Richmond.

MRS. J. H. DUGAN, Proprietress.

This Hotel is fitted up with all modern improvements and is conveniently situated for Tourists and Travellers.

Hot and Cold Water Baths. **Sample Rooms on the Ground Floor.** **Stables in Connection.**

TERMS $1.50 PER DAY.

WOODSTOCK, N. B.

CARLISLE HOTEL.

C. J. TABOR,

PROPRIETOR.

This old established and first-class Hotel, formerly known as the Wilbur House, situate in the centre of the town, and surrounded by all the principal business places. In close proximity to the Post Office and Banks. It has been Refitted, Renovated and Re-furnished throughout by the present proprietor with all modern improvements.

Special attention given to the Table, and the general comfort of the guests.

Headquarters for Tourists and Travellers.

Sample Rooms. **Livery Stables in Connection.**

Main Street, Woodstock, N. B.

THE

GRAND HOTEL,

Yarmouth,

Nova Scotia.

100 ROOMS.

AMERICAN PLAN.

The Grand Hotel Co., Ltd., - Proprietors.

The "GRAND" is one of the three finest Hotels in Canada. It was built in 1894 to accommodate the large and rapidly increasing Tourist Travel to Nova Scotia, and particularly to Yarmouth, which is now recognized as one of the most charming SUMMER RESORTS on the Continent. The House is equipped with every modern Hotel convenience and is a model of quiet elegance and comfort. The Cuisine and dining room service is particularly fine, and has received the highest praise. Yarmouth is a perfect Sanitarium in summer. Temperature in July and August 68° in the middle of the day. Good roads a Paradise for wheelmen Boating, Bathing, Fishing, etc. Illustrated Booklet sent on request. Address the Company as above.

WAVERLEY HOTEL, John McKeen, Newcastle, N B, $1.50, Special, 25 cts, Extra.
See adv page 501

Waverley Hotel, John S Fullerton, Albert, N B, $1.00, $3.00, Free, None.

WAVERLEY HOTEL, Mrs J F Jardine, Campbellton, N B, $1.50, $5 to $7, Free, Extra.
See adv page 469.

Waverley House, The Misses Romans, Halifax, N S, $2.50, Per agreement, Extra, Free.

WAVERLEY HOUSE, Miss Woodman, Digby, N S, $1.50, $7.00, None, Extra.
See adv page 481

Weldon House, J D Weldon, Shediac, N B, $1.50, $6.00 to $8.00, Free, Extra.

WEYMOUTH HOUSE, R L Black, Weymouth Bridge, N S, $1.50, $5 to $8, None, Extra
See adv page 529

WILBUR HOUSE, Percy Wilbur, Bathurst, N B, $1.50, Special, 25 cts, Extra.
See adv page 465.

Willows The Hotel, H J McCormick, Willows, Reed's Point, N B, $1.50, $5 to $6, None, None.
Windsor Hotel, P Gallagher, Dorchester, N B, $2.00 to $3.00, Special, Free, Extra.
Windsor Hotel, J R Douglas, New Glasgow, N S, $1.50, $5.00, Free, Free.
Windsor Hotel, N A Parlee, St John, N B, $1.00, $3.50, 30 cts, None.

WINDSOR HOTEL, A L Drake, St Stephen, N B, $2.00, Special, 25 cts, Extra.
See adv page 519

Woodstock Hotel, J A Olts, Woodstock, N B, $1.00, $3.00, 25 cts None.
Woodville House, J S VanWart, Hampstead, N S, $1.00, $4.50 to $5.00, None, None.
Woolverton House, J W Woolverton, Woodstock, N B, $1.00, $3.00 to $4.00, 25 cts, None.
Zephyr House, E McDonald, Point du Chene, N B, $1.00, $4.00, None, None.

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Barristers,

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Notaries,

Conveyancers.

47 Canterbury Street,

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P. O. Box 45.

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Real Estate Bought and Sold.
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LIST OF BARRISTERS

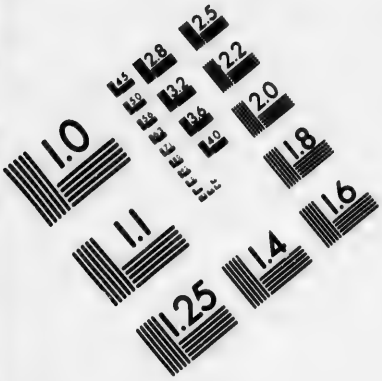
—FOR THE—

Provinces of New Brunswick, Nova Scotia and P. E. Island.

Giving (1) Name, (2) Place, (3) Admitted as Attorney, (4) Admitted as Barrister, viz:—
(1) Adams Michael, Q. C., (2) Newcastle, N. B., (3) October 14th, 1867, (4) October 14th, 1868.

Adams Michael, Q C, Newcastle N B, October 14th 1867, October 14th 1868
Adams Richard B, Bathurst N B, June 17th 1880, April 15th 1882
Alder Trueman W, Amherst N S, June 21st 1877, June 22nd 1878
Allen George W, Fredericton N B, February 9th 1882, July 22nd 1883
ALLEN T CARLETON, clerk of court, Fredericton N B, October 22nd 1874, October 22nd 1875
Allen W Watson, St John N B, February 11th 1876, February 17th 1877
ALLISON EDMUND P, Halifax N S, May 9th 1892, May 9th 1892

See adv page 550



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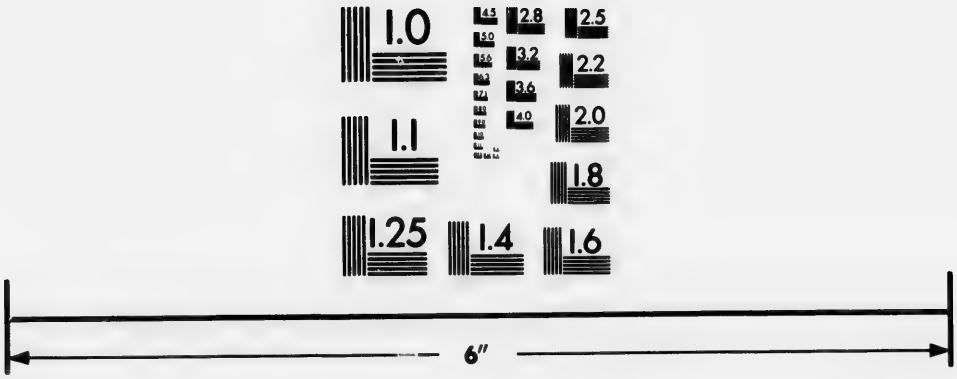

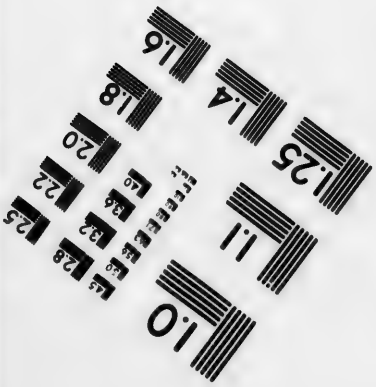

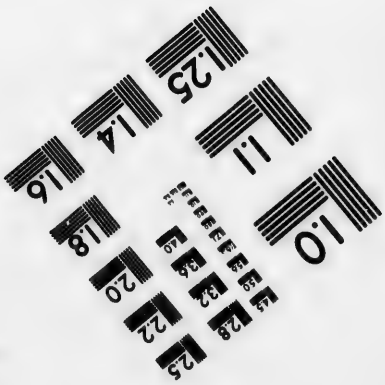

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Barrister,

AND

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STEPHEN B. BUSTIN. J. JOSEPH PORTER.

Bustin & Porter,

Barristers-at-Law, Etc.

Chubb's Corner. St. John, N. B.

ALLISON LEONARD, of White, Allison & King, Sussex N B, June 14th 1883, January 26th 1884
Almon Lewis J, St John N B, October 13th 1880, October 15th 1882
Alward Silas, St John N B, October 15th 1864, October 13th 1865
Appleby Charles, Woodstock N B, October 13th 1892, October 19th 1893
Appleby Stephen B, Woodstock N B, October 11th 1868, October 14th 1869
ARCHIBALD & ARMSTRONG, North Sydney N S
See adv page 593
ARCHIBALD BLOWERS, of Archibald & Armstrong, North Sydney N S, June 19th '78, June 19th '78
Armstrong Bennett H, Wolfville N S, November 10th 1890, November 10th 1890
Armstrong Ernest H, Yarmouth N S, December 11th 1888, December 11th 1888
Armstrong J Russell, Q C, St John N B, October 21st 1869 October 11th 1870
ARMSTRONG J N, of Archibald & Armstrong, North Sydney N S, Oct 25th 1892, Oct 25th 1892
Ashe John F, St John N B, April 18th 1882, April 12th 1887.
Atkinson Harvey, Moncton N B, February 11th 1876, February 12th 1877
Ayer Henry H, Moncton N B, October 20th 1884
BAILEY CHAS T, St John N B, February 3rd 1887, February 9th 1888
See adv page 533
Baird Alexander W, St John, N B, October 14th 1867, October 9th 1868
Baird George F, St John N B, February 13th 1874, February 13th 1875
Baird & Sadler, Andover N B
Ballentine Alexander, St John N B February 7th 1852 October 10th 1855
Balloch A Rainsford, Edmundston N B, February 18th 1871, February 20th 1872
BARBERIE JOSEPH C, Dalhousie N B, October 13th 1861, October 18th 1863
See adv page 573
BARNHILL ALEXANDER P, St John N B, October 18th 1888, October 17th 1889
See adv page 533

John Montgomery, B. L., L L. B.,

Barrister, Attorney, Solicitor, Notary, &c.

WALKER BUILDING,

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Agent for the Nova Scotia P. B. Building Society. **Solicitor for Collins Commercial Agent.**

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Barnhill Jacob L, Halifax N S, May 16th 1884, May 16th 1884
Barnstead Arthur S, Halifax N S, March 27th 1894, March 27th 1894
Barry Jeremiah H, Fredericton N B, June 28th 1882, June 28th 1883
Barss Wm L, of King & Barss, Halifax N S, December 13th 1876, December 13th 1876
Baxter John B M, St John N B, October 16th 1890, October 22nd 1891
Bayfield & Blanchard, Charloltetown, P E I
Bayfield Edward, of Bayfield & Blanchard, Charlottetown P E I, November 3rd '71, November 3rd '71
Beckwith Charles W, Fredericton N B, October 14th 1867, October 14th 1868
BECKWITH HORACE, of Eaton & Beckwith, Halifax N S, Nov 26th 1883 Nov 26th 1883
Beckwith Robert, Dorchester N B, June 23rd 1881, June 29th 1882
BELL & JOHNSTON, Summerside, P E I
Bedell A Rankin, St John N B, February 9th 1863 February 6th 1864
Bell Francis H, Halifax N S, August 8th 1878, August 8th 1878
BELL JOHN H, of Bell & Johnston, Summerside P E I. October 7th 1884, October 7th 1884
Belyea George H V, St John N B, October 15th 1891, October 20th 1892

James E. Cowan,

BARRISTER, SOLICITOR,

ATTORNEY-AT-LAW,

PALMER'S BUILDING. NOTARY PUBLIC,

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St. John, N. B.

JOHN R. DUNN,

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Belyea James A, St John N B, June 20th 1874, October 20th 1875
BENNETT ALBERT W, of Powell, Bennett & Harrison, Sackville N B, Oct 19th '85, Oct 27th '86
Bennett Frank A, Dalhousie N B, October 20th 1884, October 29th 1885
Bennett Richard B, of Tweedie & Bennett, Chatham N B, October 12th 1893, October 8th 1894
BENSON MICHAEL S, Chatham N B, June 20th 1875, October 14th 1876
See adv page 571
Berton C Foster, Fredericton N B, October 28th 1886, October 28th 1886
Bigelow Harvey W, Truro N S, April 4th 1896, April 4th 1896
BILL EDWARD M, Shelburne N S, October 22nd 1892, October 22nd 1892
See adv page 591
Bingay George, Q C, of T V B & Sons, Yarmouth N S, July 23rd 1874, July 23rd 1874
Bingay James W, Q C, of T V B & Sons, Yarmouth N S, October 30th 1869, October 30th 1869
Bingay T V B & Sons, Yarmouth N S
BLACK, BLISS & NEALIS, Fredericton N B
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BLACK GEORGE, Fredericton N B, November 13th 1895, November 19th 1896
See adv page 576

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BLACK JOHN, of Black, Bliss & Nealis, Fredericton N B, Oct 22nd 1875, Oct 24th 1876

BLACKADAR HUGH S, Halifax N S, October 25th 1892, October 25th 1892
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BLAIR HON ANDREW G, of Blair, Ruel & Blair, St John N B, April 13th 1865, April 1867

BLAIR A GEORGE, of Blair Ruel & Blair, St John N B, November 15th 1894

BLAIR, RUEL & BLAIR, St John N B
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Blanchard Aubrey, Windsor N S, August 2nd 1869, August 2nd 1869

Blanchard F C, of White & Blanchard, Shelburne N S, December 13th 1876, December 13th 1876

Blanchard H Percy, Baddeck N S, January 10th 1885, January 10th 1885

Blanchard John W, Windsor N S, October 27th 1891, October 27th 1891

Blanchard S, of Bayfield & Blanchard, Charlottetown P E I, November 1st 1881, November 1st 1881

BLANCHARD & MORSE, Windsor N S
See adv page 596

Blanchard William H, Windsor N S, December 3rd 1849, December 2nd 1850

Bligh Fred P, Halifax N S, January 13th 1881, January 13th 1881

BLISS FRED ST JOHN, of Black, Bliss & Nealis, Fredericton N B, Oct 21st 1886, Oct 27th 1887

Boak Henry W C, Halifax N S, June 12th 1878, June 12th 1878

Bohaker G T, Annapolis N S, April 19th 1776, April 19th 1876

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Borden Henry C, Halifax N S, November 24th 1894, November 24th 1894

BORDEN, RITCHIE & CHISHOLM, Halifax N S
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BORDEN ROBERT A, Moncton N B, June 22nd 1871, June 27th 1872,
See adv page 583

BORDEN ROBERT L, of Borden, Ritchie & Chisholm, Halifax N S, Aug 5th 1878, Aug 5th 1878

Bray Allen W, Moncton N B, October 20th, 1884, October 9th 1890

Brown Henry W, Halifax N S, October 24th 1893, October 24th 1893

Bulmer John T, Halifax N S, July 21st 1875, July 21st 1875

BURNS CLEMENT B, Halifax N S, February 27th 1894, February 27th 1894
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BUSTIN & PORTER, St John N B
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BUSTIN STEPHEN B, of Bustin & Porter, St John N B, October 18th 1888, October 17th 1889

Butler Thomas W, Newcastle N B, November 20th 1894, November 22nd 1895

Byrne James P, Sussex N B, October 16th 1890, October 22nd 1891

CAHAN CHARLES H, of Harris, Henry & Cahan, Halifax N S, May 22nd 1893, May 22nd 1893

Cahalane Thomas J, Halifax N S, January 30th 1892 Jan'y 30th 1892

Calder Frederick H, Port Hood N S, April 4th 1894, April 4th 1894

CAMERON D A, of Macdonald & Cameron, Sydney N S, October 24th 1893, October 24th 1893

CAMPBELL ALEX J, of Campbell & Campbell, Truro N S, October 22nd 1889, October 22nd 1889

Campbell Arthur, Truro N S, February 12th 1886, February 12th 1886

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Princess Street, - St. John, N. B.

CAMBPELL GEO, Q C, of Campbell & Campbell, Truro N S, December 3rd 1855, December 3rd 1855

CAMPBELL J ROY, St John N B, October 18th 1888, October 17th 1889
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Campbell J Stuart, Fredericton N B, November 13th 1896

CAMPBELL & CAMPBELL, Truro N S
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CARLETON & FERGUSON, St John N B
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CARLETON JOHN L, of Carleton & Ferguson, St John N B, October 11th 1883, October 25th 1883

Carter Titus J, Andover N B, October 19th 1887, October 25th 1888

Carter Wm D, Richibucto N B, October 21st 1886, October 11th 1888

Carvell Frank B, of Hartley & Carvell, Woodstock N B, October 16th 1890, October 22nd 1892

CASEY CLARENCE E, of Logan & Casey, Amherst N S, October 25th 1892, October 25th 1892

CHANDLER & ROBINSON, Moncton N B
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Chandler Wm B, Arichat N S, July 26th 1846, July 26th 1846

CHANDLER WM B, of Chandler & Robinson, Moncton N B, October 21st 1876, October 21st 1877

CHAPMAN ALBERT J, Dorchester N B, October 20th 1882, October 16th 1884
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Chapman Allan W, Dorchester N B, June 29th 1882, June 12th 1884

CHAPMAN EPHRAIM R, St John N B, October 13th 1892, October 19th 1893
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Chapman Wm Hazen, Dorchester N B, June 20th 1883, April 10th 1884

Charters Arthur N, Dorchester N B, October 18th 1888, October 22nd 1891

CHESLEY SAMUEL A, Lunenburg N S, December 3rd 1873, December 3rd 1873
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Chesley Thomas W, Bridgetown N S, May 11th 1857, May 11th 1857

CHIPMAN LEWIS, of Corning & Chipman, Yarmouth N S, December 20th 1884, December 20th 1884

CHISHOLM CHRIS P, Antigonish N S, July 3rd 1883, July 3rd 1883

CHISHOLM COLIN, Q C, of Chisholm & Crowe, Sydney N S, December 13th '79, December 13th '79

CHISHOLM & CROWE, Sydney, N S
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Chisholm Daniel C, Antigonish N S, November 21st 1894, November 21st 1894

Chisholm John M, Halifax N S, December 4th 1873, December 4th 1873

Chisholm Joseph, Halifax N S, December 16th 1886, December 16th 1886

Chisholm Wm, Antigonish N S, October 22nd 1895, October 22nd 1895

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CHRISTIE W MEDFORD, Windsor N S, August 13th 1877, August 13th 1877
Clarke George J, St Stephen N B, April 29th 1885, June 23rd 1887
Clarke Howard, Halifax N S, December 13th 1879, December 13th 1879
Clements, Edgar N, Yarmouth N S, December 12th 1882, December 12th 1882
Cluney Andrew, Halifax N S, December 13th 1887, December 13th 1887
Coakley Edward, St Andrews N B, November 15th 1894
Cockburn Melville N, St Andrews N B, February 8th 1883, February 21st 1884
COGSWELL EDWARD B, of Wickwire & Cogswell, Kentville N S, Nov 7th 1890, Nov 7th 1890
Cogswell Edward J, Judge of Probate, Kentville N S, July 27th 1868, July 27th 1868
Comben Charles, of Young & Comben, Woodstock N B, October 13th 1892, October 19th 1893
Congdon & Congdon, Halifax N S
Congdon Frank H, of Congdon & Congdon, Halifax N S, October 23rd, 1894, October 23rd, 1894
Congdon Fred T, of Congden & Congden, Halifax N S, December 7th 1883, December 7th 1883
CONNELL ALLISON B, Q C, of Fisher & A B Connell, Woodstock N B, Apr 20th 1874, Apr 20th '75

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Connell George, Woodstock N B, October 14th 1839, October 12th 1843
Connell George, jr, Woodstock N B
Connell Wm M, Woodstock N B, June 12th 1863, June 16th 1865
COPP ALBERT J S, of Copp & Dennison, Digby N S, February 16th 1880, February 16th 1880
COPP & DENNISON, Digby N S
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COPP A B, Sackville N B, November 15th 1894, November 22nd 1895
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CORNING & CHIPMAN, Yarmouth N S
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CORNING THOMAS E, Q C, of Corning & Chipman, Yarmouth N S, Oct 30th 1869, Oct 30th 1869
Coster Charles J, of G C & C J Coster, St John N B, January 12th 1884, June 25th 1885
Coster George C, of G C & C J Coster, St John N B, April 20th 1876, April 21st 1877
Coster G C & C J, St John N B
Courser Daniel C, Woodstock N B, June 19th 1869, October 11th 1870
COVERT WALTER H, of Pearson & Covert, Halifax N S, Dec 13th 1887, December 13th 1887
COWAN JAMES E, St John N B, October 19th 1887, October 25th 1888
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Coy Havelock, Fredericton N B, October 28th 1879, February 4th 1881
CRAWLEY E SYDNEY, Wolfville N S, January 4th 1874, January 4th 1874
See adv page 597
Crockett Oswald S, Fredericton N B, October 15th 1891, October 20th 1892

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Crowe Robert W, Halifax N S, February 28th 1894 February 28th 1894
Crowe Walter, Truro N S, February 16th 1886, February 16th, 1886
Cummings Seldon W, Truro N S, October 22nd 1889, October 22nd 1889
Currey Lemuel A, Q C, of Currey & Vincent, St John N B, April 17th 1882, April 26th 1883
CURREY & VINCENT, St John N B
Curry Wm, Windsor N S
Cutler Wm R, Arichat N S, July 23rd 1844, July 23rd 1844
DANIELS ORLANDO T, Bridgetown N S, December 22nd 1885, October 22nd 1895
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Davison Allan A, jr, Newcastle N B, June 22nd 1880, April 25th 1881
Daly Hon M B, Halifax N S, May 10th 1864, May 10th 1864
Davies Hon Louis H, Q C, of Davies & Haszard, Charlottetown P E I, June 27th 1866, Oct 9th 1867
Davies & Haszard, Charlottetown, P E I
Davis J Alder, Amherst N S, December 16th 1888, December 16th 1888
Davis Robert H, St George N B, October 23rd 1880, February 23rd 1882
DAVISON JAS McG, Halifax, N S, May 25th 1892, May 25th 1892
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DEBLOIS WM MINET, Annapolis, N S, Dec 16th 1880, Dec 16th 1880
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DENNISON H L, of Copp & Dennison, Digby N S, Dec 15th 1888, Dec 15th 1888
Desbarris Lewis W, Halifax, N S, April 19th 1852, April 19th 1852
DesBrisay Benjamin, Charlottetown, P E I, October 30th 1852, October 30th 1852
DEVINE FRED, St John, N B, October 19th 1887, October 25th 1888
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DeWolf Chas E, Windsor, N S, July 19th 1870, July 19th 1870
Dickey Hon A R, Q C, Amherst, N S, August 20th 1878, August 20th 1878
Dickey Hon R B, Q C, Amherst, N S, January 22nd 1833, January 22nd 1833

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Dickson J Howe, Hopewell Cape, N B, October 22nd 1874, October 24th, 1876
Dickson Wm A, Pictou N S, December 12th 1878, December 12th 1878
Dixon Miles B, St John, N B, April 23rd 1875, April 23rd, 1876
Donkin W Frederick, Amherst, N S, December 19th 1881, December 19th 1881
Doull Walter S, Halifax, N S, November 30th 1878, November 30th 1878

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DOYLE MATTHEW N, Halifax, N S, October 25th 1892, October 25th 1892
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Drysdale Arthur, of Drysdale & McInnes, Halifax, N S, January 13th 1883, January 13th 1883
Drysdale & McInnes, Halifax, N S,
DUFFY CHAS E, Fredericton, N B, October 21st 1886, October 27th 1887
See adv page 578
DUNN JOHN R, St John, N B, October 12th 1889, October 23rd 1890
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Earle Allen Otty, Q C, St John, N B, October 25th 1872, October 27th 1873

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EATON & BECKWITH, Halifax, N S,
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EATON BRENTON H, Q C, of Eaton & Beckwith, Halifax, N S, October 11th '64, October 11th '64
Ebbett Arthur W, Gagetown, N B, October 16th 1890, October 22nd 1891
ELLERSHAW EDWARD, Digby, N S, April 18th 1893 April 18th 1893
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Elliott George H, Q C, Pictou, N S, May 18th 1868, May 18th 1868
Emmerson Frederick W, Judge of Probate, Sackville, N B, October 17th 1881, July 8th 1883
EMMERSON HENRY R, Dorchester, N B, October 18th 1877, October 23rd 1878
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Ervin John, Bridgetown, N S, December 31st 1870, December 31st 1870
Ewing Wm Alexander, St John, N B, April 16th 1883, April 24th 1884
FAIRWEATHER ARTHUR C, St John N B, June 16th, 1865, June ——, 1867
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Fairweather Fred L, Sussex, N B, October 16th, 1890, October 6th 1892
Fairweather Geo E, St John, N B, June 20th 1874, October 20th, 1875
FAIRWEATHER STEWART L, St John, N B, October 16th 1891,
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Fenety Harris G, St John, N B, October 16th 1890, October 22nd 1891
FERGUSON CLARENCE H, of Carleton & Ferguson, St John, N B, October 13th '83, Oct 16th '84
Fielding G H, Stipendiary Magistrate, Halifax, N S, December 14th 1876, December 14th 1876
Finlayson Duncan, Arichat, N S, October 22nd 1895, October 22nd 1895
FISHER & A B CONNELL, Woodstock, N B,
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Fisher Chas H B, Q C, of Fisher & Fisher, Fredericton, N B, October 14th 1861, October 19th 1863
Fisher & Fisher, Fredericton, N B
FISHER LEWIS P, Q C, of Fisher & A B Connell, Woodstock, N B, June 18th '40, June 17th '43

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Fisher Williamson, Woodstock, N B, October 18th 1879, October 23rd 1880

FITZPATRICK H K, New Glasgow, N S, October 22nd 1889, October 22nd 1889
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Flint Thos B, Yarmouth, N S, December 5th 1871, December 5th 1871

Fogo James, Q C, Pictou, N S, May 2nd 1837, May 2nd 1837

Forbes Francis G, Halifax N S, January 8th 1883, January 8th 1883

Ford Ernest L, Sackville, N B, October 18th 1888,

Forsyth G Ormond, Port Hawkesbury, N S, October 22nd 1889, October 22nd 1889

Foster Archibald W, Springhill, N S, October 24th 1893, October 24th 1893

Foster & Foster, Halifax, N S,

Foster James G, of Foster & Foster, Halifax, N S, May 10th 1864, May 10th 1864

Foster Wm Robert, of Foster & Foster, Halifax, N S, December 31st 1870, December 31st 1870

Fowler George W, Sussex, N B, October 20th 1884

Frame Joseph F, Halifax N S, November 13th 1890, November 13th 1890

Fraser Alex H R, Port Hood, N S, April 27th 1892, April 27th 1892

Fraser Duncan C, Ogden N S, July 26th 1873, July 26th 1873

Fraser George B, Chatham N B, June 20th 1874, February ——, 1876

FRASER JAS A, of Fraser, Jennison & Graham, New Glasgow, N S, Aug 9th 1864, Aug 9th 1864

FRASER, JENNISON & GRAHAM, New Glasgow, N S
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Freeze J Arthur, Sussex, N B, April 16th 1883, April 24th 1884

Friel James, Dorchester, N B, June 27th 1893, July 10th 1894

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Amherst, - - Nova Scotia.

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Collections effected in all parts of the Province.

Fullerton Chas P, Halifax, N S, June 14th 1895, June 14th 1895
Fulton Edgar M, Halifax, N S, October 24th 1893, October 24th, 1893
Fulton J Avard, of McLellan & Fulton, Truro, N S, March 13th 1894, November 13th 1894
Fulton Willard H, Halifax N S, October 25th 1892, October 25th 1892
Gagnon C A Daniel, Edmundston, N B, October 21st 1886, October 25th 1888
Gallagher Dennis B, Woodstock, N B, April 13th 1879, April 15th 1880
Gallagher John J, Woodstock, N B, October 12th 1889, October 23rd 1890
Geldert John M, Halifax, N S, July 19th 1873, July 19th, 1873
Gerrior E Lavin, Antigonish, N S, October 22nd 1895, October 22nd 1895
GILBERT GEORGE, and of Gilbert & Gilbert, Bathurst, N B, Oct 18th 1888, Oct 17th 1889
See adv page 565
GILBERT GEORGE G, Q C, of Gilbert & Gilbert, St John, N B, October 14th 1847, October 15th 1849
GILBERT & GILBERT, St John, N B,
See adv page 539
Gilbert Humphrey, Kingsclear, N B, October 22nd 1875, October 24th 1876
Gillies Donald, Port Hood, N S, July 20th 1874, July 20th, 1874
Gillies J A, Sydney C B, August 24th 1875, August 24th 1875
GILLIS & HARRIS, Annapolis, N S,
See adv page 563
GILLIS HUGH E, of Gillis & Harris, Annapolis, N S, May 25th 1882, May 25th 1882
Girouard Edward, Moncton, N B, October 16th 1883, October 16th 1884
Gourley Seymour E, Truro, N S, July 24th 1874, July 24th 1874
Graham R B, Truro, N S, October 24th 1893 October 24th 1893
Graham R H, of Fraser, Jennison & Graham, New Glasgow, N S, Oct 23rd 1894, Oct 23rd 1894
GRANT DAVID, of Grant & Sweeney, Moncton, N B, October 20th 1883, October 16th 1883
GRANT DAVID K, of MacCoy, MacCoy & Grant, Halifax, N S, May 17th 1895 May 17th 1890
GRANT & SWEENEY, Moncton, N B
See adv page 584
Grantham H A, Q C, Yarmouth, N S, October 29th 1833, October 29th 1833
Gray Samuel H, Annapolis, N S, December 11th 1862, December 11th 1862
Gregory Albert J, of George F & A J Gregory, Fredericton N B, June 28th 1882, June 28th 1882
Gregory Charles Currie, Antigonish, N S, November 29th 1884, November 29th 1884
Gregory Charles Ernest, Antigonish, N S, December 13th 1887, December 13th 1887
Gregory Geo F, Q C, of Geo F & A J Gregory, Fredericton, N B, June 12th 1863, June 12th 1865
GREGORY GEORGE F & A J, Fredericton, N B

LOGAN & CASEY,

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GRIERSON J ARTHUR, Weymouth Bridge, N S, March 28th 1893, March 28th 1893
See adv page 596.

GRIMMER FRANK H, St Andrews, N B, October 17th 1885, October 28th 1886
See adv page 589

Grimmer W C Hazen, St Stephen, N B, October 23rd 1880, October 25th 1881

Haliburton Alfred F, Baddeck, N S, April 19th 1842, April 19th 1842

HAMILTON C F, New Haven, Con, U S,
See adv page 600

Hanington Augustus H, Q C, St John, N B, June 15th 1867, June 11th 1868

Hanington Henry C, Moncton, N B, October 12th 1889, October 23rd 1890

Hanright Fred W, Halifax, N S, January 5th 1888, January 5th 1888

Hansard Hugh H, St John, N B, November 22nd 1895

Harding Harry T, Truro, N S, December 4th 1873, December 4th 1873

HARQUAIL JAS S, Dalhousie, N B, October 21st 1886, October 27th 1887
See adv page 572

Harrington & Chisholm, Halifax, N S,

Harrington C S, Q C, of Harrington & Chisholm, Halifax, N S, October 16th 1871, October 16th 1971

Harrington John J, Bathurst, N B, June 20th 1879, October —— 1893

HARRIS FRED W, of Gillis & Harris, Annapolis, N S, October 24th 1893, October 24th 1893

HARRIS, HENRY & CAHAN, Halifax, N S,
See adv page 553

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BATHURST, N. B.

HARRIS HOWARD G, Wolfville, N S, November 13th 1894, November 13th 1894
Harris Joseph A, Moncton, N B, October 19th 1885, October 28th 1886
HARRIS ROBT E, Q C, of Harris, Henry & Cahan, Halifax, N S, Jan'y 17th 1882, Jan'y 17th 1882
HARRISON FRANK A, of Powell, Bennett & Harrison, Sackville, N B, Nov 15th '94, Nov 22nd '95
Hartlen Welsford R M, Halifax, N S, December 18th 1883, December 18th 1883
Hartley & Carvell, Woodstock, N B,
Hartley J Chipman, of Hartley & Carvell, Woodstock, N B, October 16th 1890, October 22nd 1892
HARTT J TWINING, St John N B, April 16th 1883, April 24th 1884
See adv page 539
Hazard Francis L, Q C, of Davies & Hazard, Charlottetown, P E I, Feb 28th 1872, Feb 26th 1873
Hatheway Wm H T, St John, N B, February 12th 1880,
Haviland Eustace H, Charlottetown, P E I, February 5th 1873, February 24th 1874
HAZEN J DOUGLAS, Q C, of Hazen & Raymond, St John, N B, June 28th 1883, June 28th 1883
HAZEN & RAYMOND, St John, N B,
See adv page 540
HEARNE DAVID A, Sydney, N S, December 12th 1878, December 12th 1878
See adv page 592
Hearn James H, Sydney, N S, May 2nd 1865, May 2nd 1865
Henderson Geo A, St John, N B, February 13th 1874, February 13th 1875
Henderson Martin G, St John, N B, October 21st 1886, October 23th 1887
HENRY W A, of Harris, Henry & Cahan, Halifax, N S, March 31st 1887, March 31st 1887
Hensley Hubert A, Pictou, N S, December 8th 1885, December 8th 1885
Hetherington Horton B, Gagetown, N B, October 16th 1890, October 22nd 1891

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HEWSON EDGAR E, Amherst, N S, October 23rd 1894, October 23rd 1894
See adv page 561

HEWSON ROBERT W, Moncton, N B, October 20th 1884, October 29th 1885
See adv page 584

Hickman John W, Amherst, N S, May 27th 1882, May 27th 1882

Hill Thomas C, Sydney, N S, July 25th 1860, July 25th 1860

Hill Wm H, Halifax, N S, May 12th 1862, May 12th 1862

HILL W ARTHUR G, Sydney, N S, October 23rd, 1894, October 23rd 1894
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Hitchings Stephen H, St Stephen, N B, July 18th 1835, February 7th 1836

Holmes Simon H, Q C, Halifax, N S, August 9th 1864, August 9th 1864

Huggins Wm Hugh, Halifax, N S, October 28th 1890, October 28th 1890

Hunt J Johnston, Halifax, N S, December 31st 1872, December 31st 1872

Hutchinson Robert, Q C, Richibucto, N B, October 13th 1847, October 12th 1853

INGS ALBERT ERNEST, of Peters, Peters & Ings, Charlottetown, P E I, Feb 27th '94, Feb 26 '95

Irving Robert A, Buctouche, N B, November 13th 1895 November 19th 1893

IVES WELSFORD BLACK, of McDonald & Ives, Pictou, N S, Dec 23rd 1884, Dec 23rd 1884

Jack I Allen, Q C, St John, N B, Oct 12th 1866, October 12th 1867

James Havelock H, Richibucto, N B, October 29th 1879, February 29th 1880

Jamieson John H, of Jamieson & McDougall, Port Hood, N S, Nov 7th, 1882, Nov 7th 1882

Jamieson & McDougall, Port Hood, N S,

JARVIS WM M, St John, N B, April 14th 1861, June 12th 1863

James A. McLean, Q. C.,

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CAMPBELLTON, New Brunswick.

JOHN McALISTER, Q. C. **W. A. MOTT.**

JENNISON HEDLEY V, New Glasgow, N S, December 14th 1886, December 14th 1886
See adv page 586
JENNISON J LESLIE, of Fraser, Jennison & Graham, New Glasgow, N S, Feb 3rd '83, Feb 3rd '83
Johnson Henry W, Halifax, N S, November 21st 1860, November 21st 1860
Johnston Jas W K, Halifax, N S, January 4th 1859, January 4th 1859
JOHNSTON JAMES J, Charlottetown, P E I, November 1st 1892, November 7th 1893
See adv page 57)
Johnstone Lewis M, Halifax, N S, October 25th 1892, October 25th 1892
Johnston Richard E, of Bell & Johnston, Summerside, P E I, November 3rd 1896,
Jonah Wilfred B, Elgin, N B, November 15th 1894, November 22nd 1895
Jones Frank, Digby, N S, November 29th 1888, November 29th 1888
JONES H T, Halifax, N S, March 16th 1889, March 16th 1889
See adv page 554
Jones Randolph K, Woodstock, N B, June 15th 1866, October 11th 1867
Jones Wendall P, Woodstock, N B, November 15th 1896,
JORDAN DANIEL, Q C, St John, N B, February 15th 1867, February 10th 1868
Kay James, Moncton, N B, October 23rd 1880, October 26th 1882
KAYE EDMUND G, St John, N B, April —— 1879, April —— 1880
See adv page 540
Keefler Ralph T, Bridgewater, N S, March 27th 1895, March 27th 1895
KEITH HEBER S, St John, N B, June 27th 1893, July 10th 1894
See adv page 540
KELLEY J KING, St John, N B, October 16th 1890, October 22nd 1891
See adv page 534
Kennelly David J, Cape Breton, N S, December 10th 1879, December 10th 1879
Kenny Joseph B, Halifax, N S, July 10th 1894, July 10th 1894
Kerr John, St John, N B, October 21st 1869, October 11th 1870
Kerston W Fred, Grand Falls, N B, June 21st 1877, April 12th 1879
King & Barss, Halifax, N S,
King Ed D, Q C, of King & Barss, Halifax, N S, December 7th 1867, December 7th 1867
KING GEORGE H, Windsor, N S, December 9th 1871, December 9th 1871
See adv page 596
KING H DeWOLF, of Wood & King, Halifax, N S, April 4th 1895, April 4th 1895
King Ora P, of White, Allison & King, Sussex, N B, October 19th 1885, April 12th 1888
KNAPP CHARLES E, Dorchester, N B, February 13th 1858, February 10th 1861
Knight James M, Moncton, N B, April 16th 1883, October 16th 1884
KNOWLES EDWARD T C, St John, N B, February 18th 1871, February 20th 1872
See adv page 541

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Kyte George W, St Peters, N S, November 16th 1891, November 16th 1891
LaForest Frederick, Edmundston, N B, October 21st 1886, October 27th 1887
LANDRY NARCISSE A, Q C, Bathurst, N B, June 20th 1879, April 24th, 1880
See adv page 565
Lane Charles W, Lunenburg, N S, December 13th 1887, December 13th 1887
Langille Robert M, Westville, N S, October 22nd 1889, October 22nd 1889
LAWLOR RICHARD A, Chatham, N B, February 10th 1877, February 21st 1878
Lawrence Fred A, Q C, Truro, N S, April 27th 1869, April 27th 1869
Lawrence John P, Westmorland, N B, February 9th 1884
Lawson Aaron, of Stevens & Lawson, Edmundston, N B, November 15th 1894, November 22nd 1894
Lawson Thomas, Andover, N B, October 21st 1886, October 27th 1887
Layton Norman J, of Longworth & Layton, Truro, N S, July 22nd 1873, July 22nd 1873
Lenoir Melain U, Halifax, N S, July 14th 1891, July 14th 1891
LOGAN & CASEY, Amherst, N S
See adv page 562
LOGAN HANCE J, of Logan & Casey, Amherst, N S, October 25th 1892, October 25th 1892
Longley Hon J W, Halifax, N S, September 10th 1875, September 10th 1875
LOGGIE WM J, Chatham, N B, November 19th 1896
See adv page 572
Longworth Israel, Q C, of Longworth & Layton, Truro, N S, December 8th 1861, December 8th 1861
Longworth & Layton, Truro, N S,
Longworth John A, Charlottetown, P E I, January 11th 1887
Lovett Henry A, Truro, N S, April 17th 1890, April 17th 1890
Lovett Lawrence A, Kentville, N S, April 16th 1895, April 16th 1895
Lyons, Lyons & Tobin, Halifax, N S,

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Lyons Wm Alexander, of Lyons, Lyons & Tobin, Halifax, N S, Dec 13th 1887, Dec 13th 1887
Mack Hon Jason M, Liverpool, N S, October 31st 1869, October 31st 1869
Marsh John L, Fredericton, N B, April 10th 1853, October 13th 1854
Marsh S Edgar, Bridgewater, N S, March 28th 1893, March 28th 1893
Marshall J N S, Q C, Liverpool, N S, July 21st 1851, July 21st 1851
Marshall Wm E, Bridgewater, N S, July 20th 1875, July 20th 1875
Martin Kenneth J, of Macdonald & Martin, Summerside, P E I, July 17th 1889, October 7th 1890
MASTERS FREDERICK A, Kentville, N S, January 13th 1883, January 13th 1883
See adv page 581
Mathieson John A, Georgetown, P E I, May 1st 1894, May 7th 1895
MATHERS FRED F, of Ross, Mellish & Mathers, Halifax, N S, Oct 25th 1892, Oct 25th 1892
McALLISTER JOHN, Q C, of McAllister & Mott, Campbellton, N B, April 17th '79, April 24th '80
McALLISTER & MOTT, Campbellton, N B
See adv page 569
McALPINE E H, St John, N B, May —— 1878, May —— 1879
See adv page 542
McAnn Charles W, Petitcodiac, N B, October 16th 1890, October 22nd 1891
McCabe J J, Baddeck, N S, December 21st 1876, December 21st 1876
McClure & Corbett, Truro, N S
McClure Firman, of McClure & Corbett, Truro, N S, December 12th 1882, December 12th 1882
MacCOY WINSLEY B, of MacCoy, MacCoy & Grant, Halifax, N S, Oct 24th 1893, Oct 24th 1893

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MacCOY WM F, Q C, of MacCoy, MacCoy & Grant, Halifax, N S, April 29th 1863, April 29th 1863

MACCOY, MacCOY & GRANT, Halifax, N S,
See adv page 554

MCCREADY JAMES W, Fredericton, N B, February 7th 1884, April 16th 1885
See adv page 578

McCully Charles A, Truro, N S, December 7th 1883, December 7th 1883

McCully Frank A, Moncton, N B, October 21st 1886, October 27th 1887

McCully Wm R, Amherst, N S, March 13th 1886, March 13th 1886

MACDONALD AENEAS A, Charlottetown, P E I, July 17th 1889, October 7th 1890

Macdonald Alexander, Port Hood, N S, July 29th 1878, July 29th 1878

MACDONALD ALLAN J, Sydney N S, October 27th 1891, October 27th 1891
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McDonald Alvin F, New Glasgow, N S, October 22nd 1895, October 22nd 1895

Macdonald Archibald J, Arichat, N S, February 4th 1888, February 4th 1888

Macdonald Charles A, St John, N B, October 26th 1872, October 24th 1873

Macdonald Charles D, Halifax, N S, November 5th 1875, November 5th 1875

Macdonald Charles J, Halifax, N S, July 17th 1872, July 17th 1872

MACDONALD EDWARD M, of Macdonald & Ives, Pictou, N S, Dec 13th 1887, Dec 13th 1887

MCDONALD E R, Shediac, N B, February 7th 1896,
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Macdonald Hector C, of Macdonald & Martin, Charlottetown, P E I, July 3rd 1885, June 29th 1886

MACDONALD & IVES, Pictou, N S,
See adv page 588

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P. O. BOX 601.

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McDONALD JAMES A, of W & J A McDonald, Halifax, N S, Dec 14th 1886, Dec 14th 1886
McDonald John S, Charlottetown, P E I, June 25th 1878, June 25th 1878
Macdonald John A, Baddeck, N S, December 19th 1877, December 19th 1877
Macdonald & Cameron, Sydney, N S,
McDonald Joseph, Sydney, N S, April 19th 1892, April 19th 1892
Macdonald L H, of Macdonald & Cameron, Sydney, N S, October 25th 1892, October 25th 1892
Macdonald & Martin, Charlottetown and Summerside, P E I,
McDonald Mont, St John, N B, June 22nd 1870, June 15th 1871
McDONALD WALLACE, of W & J A McDonald, Halifax, N S, Nov 29th 1884, Nov 29th 1884
McDonald Wm, Truro, N S, November 1st 1890, November 1st 1890
McDONALD W & J A, Halifax, N S,
See adv page 555
McDougall Samuel, Q C, of Jamieson & McDougall, Port Hood, N S, April 8th 1860, April 8th 1860
McDougall John, Halifax, N S, March 31st 1883, March 31st 1883
McDougall John L, Mabou, N S, December 17th 1879, December 17th 1879
McDougall Joseph W, Port Hood, N S, October 24th 1893, October 24th 1893
MacEchen Alexander J G, Sydney, N S, October 22nd 1889, October 22nd 1889
McFarlane Hon A, Q C, Wallace, N S, December 5th 1843, December 5th 1843
McGillivray Alexander H, Q C, Guysborough, N S, December 9th 1871, December 9th 1871
MacGILLIVRAY HON ANGUS, Antigonish, N S, July 23rd 1874, July 23rd 1874
McGILLIVRAY JOHN W, Q C, New Glasgow, N S, January 14th 1877, January 14th 1877
See adv page 586
MacIlreith R T, of MacIlreath & Tremaine, Halifax, N S, March 26th 1895, March 26th 1895
MacIlreath & Tremaine, Halifax, N S,
McInerney Geo V, Q C, Richibucto, N B, June 23rd, 1879, June 24th 1880
McInnis Hector, of Drysdale & McInnis, Halifax, N S, October 23rd 1888, October 23rd 1888
McIntyre James M, Sussex, N B, October 15th 1891,
McIsaac Colin F, Antigonish, N S, January 12th 1880, January 12th 1880
MacKAY ADAMS ARCHIBALD, of Wallace & MacKay, Halifax, N S, Oct 23rd 1888, Oct 23rd 1888
McKay Ernest A, Fredericton, N B, October 18th 1888, October 17th 1889

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MacKay John G, Port Hood, N S, December 13th 1887, December 13th 1887

McKENNA HORACE W, Parrsboro, N S, December 16th 1893, December 16th 1893
See adv page 587

McKEOWN H A, St John, N B, October 20th 1884, October 29th 1885
See adv page 541

McKENZIE DANIEL D, of Murray & McKenzie, Sydney, N S, Dec 10th 1889, Dec 10th 1889

McKenzie George A, Dartmouth, N S, December 22nd 1851, December 22nd 1851

McKenzie Hugh, Truro, N S, August 13th 1877, August 13th 1877

McKiel Fred H, St John, N B, October 22nd 1874, October 22nd 1875

MacKinnon D A, Georgetown, P E I, November 14th 1887, November 6th 1888

McKinnon Daniel H, Guysborough, N S, December 9th 1890, December 9th 1890

MACKINNON JOHN A, Halifax, N S, October 25th 1892, October 25th 1892
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McLatchey Henry F, of Murray & McLatchey, Hopewell, N B, October 19th 1887, October 17th 1889

Maclauchlan D Gustavus, Bathurst, N B, June 12th 1851, June 10th 1853

McLean & Anderson, Lunenburg, N S,

McLean A K, of McLean & Anderson, Bridgewater, N S, March 11th 1892, March 11th 1892

McLean Angus A, Q C, Charlottetown, P E I, November 13th 1876, October 30th 1877

McLean Charles Archibald, Kentville, N S, April 18th 1896, April 18th 1896

McLEAN HUGH H, of Weldon & McLean, St John, N B, February 13th 1875, February 13th 1876

McLEAN JAMES A, Q C, Bridgewater, N S, October 14th 1886, October 14th 1886
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McLEAN JAMES F, New Glasgow, N S, January 15th 1885, January 15th 1885
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McLellan Samuel D, Judge of Probate, Truro, N S, December 13th 1876, December 13th 1876

McLELLAN WILSON W, Halifax, N S, December 13th 1879, December 13th 1879
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McLellan W E, Pictou, N S, December 21st 1880, December 21st 1880

McLennan Daniel, Port Hood, N S, October 23rd 1888, October 23rd 1888

McLeod Alfred E, Sussex, N B, June —— 1878, June —— 1879

McLeod Duncan C, of M & D C McLeod, Charlottetown, P E I, June 12th 1877, June 11th 1878

McLeod George K, St John, N B, November 12th 1895,

McLEOD H F, Fredericton, N B, November 13th 1895, November 19th 1896
See adv page 578

McLEOD JOHN D, Pictou, N S, December 6th 1866, December 6th 1866
See adv page 588

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McLeod Malcolm, Q C, of M & D C McLeod, Charlottetown, P E I, July 16th 1861, July 16th 1862
McLEOD ROBERT, St John, N B, October —— 1878, October —— 1879
See adv page 542
McLeod, Morson & McQuarrie, Charlottetown and Summerside,
McManus James F, Bathurst, N B, October 19th 1863, February 9th 1866
McMonagle Melbourne, St Stephen, N B, February 18th 1871, February 20th 1872
McNEIL ALEX, of McNeil, McNeil & Ternan, Halifax, N S, April 21st 1891, April 21st 1891

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McNEIL DANIEL, of McNeil, McNeil & Ternan, Halifax, N S, Dec 13th 1879, Dec 13th 1879

McNEIL, McNEIL & TERNAN, Halifax, N S,
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McPHEE DANIEL L, North Sydney, N S, December 13th 1890, December 13th 1890
See adv page 593

McPHIE WM F, Antigonish, N S, January 10th 1883, January 10th 1883
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McQuarrie Neil, of McLeod, Morson & McQuarrie, Summerside, P E I, Oct 4th 1883, Oct 7th 1884
McQueen James, Shediac, N B, October 19th 1885, October 7th 1887
MACRAE & SINCLAIR, St John, N B,
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MACRAE ALEX W, of MacRae & Sinclair, St John, N B, October 12th 1889, October 23rd 1890
McSorley George, St John, N B, April 13th 1895, April —— 1897
Mellish Arthur J B, of Mellish & Mellish, Souris, P E I, January 14th 1896, January 12th 1897
MELLISH JOHN T, Charlottetown, P E I, May 5th 1888, July 10th 1889
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Mellish Humphrey, Halifax, N S, October 28th 1890, October 28th 1890
Mellish & Mellish, Souris, P E I,
Menger John, of Ritchie & Menger, Halifax, N S, May 17th 1880, May 17th 1880
Merritt Thomas Gray, St John, N B, June 14th 1860, October —— 1869
MILLER OLIVER S, Bridgewater, N S, January 9th 1892,
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Miller Hon Wm, Q C, Arichat, N S, May 31st 1860, May 31st 1860
Millidge Thomas, Q C, Fredericton, N B, October 14th 1867, October 9th 1868
MILLIGAN CHAS J, St John, N B, October 15th 1891, October 20th 1892
See adv page 542
MILLS JOHN B, Q C, Annapolis, N S, July 20th 1875, July 20th 1875
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Mills Lewis A, St Stephen, N B, October 19th 1863, October 13th 1865
Mills Wm Addison, Halifax, N S, December 10th 1879, December 10th 1879
MILNER FRANK L, Bridgetown, N S, October 22nd 1895, October 22nd 1895
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Milner W C, Sackville, N B, April 21st 1869, June 15th 1870
Mitchell Hon James, Q C, of Stevens & Mitchell, St Stephen, N B, Oct 22nd 1870, Oct 12th 1871
MONROE R G, Digby, N S, August 2nd, 1877, August 2nd 1877
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MONTGOMERY JOHN, St John, N B, June 27th 1893. July 10th 1894
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Moore F W L, Charlottetown, P E I, May 1st 1888, May 21st 1889
Moore George T, Q C, Liverpool, N S, August 12th 1869, August 12th 1869
Morrell Scott E, St John, N B, October 12th 1893, October 8th 1894
MORRISON A G, Halifax, N S, December 5th 1882, December 5th 1882
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Morrison Robert, Sussex, N B, October 21st 1886, October 27th 1887
Morse Albert, Bridgetown, N S, May 10th 1864, May 10th 1864
MORSE E J, of Blanchard & Morse, Windsor, N S, January 12th 1891, January 12th 1891
Morse James S, Restigouche, N B, February 9th 1839, February 4th 1841
Morse Leoander, Digby, N S, July 19th 1870, July 19th 1870
Morse Robie S, Amherst, N S, May 2nd 1865, May 2nd 1865
Morson W A O, Q C, of McLeod, Morson & McQuarrie, Charlottetown, P E I, Feb 28th '77, Feb 26th '78
Morton F E, Q C, Sussex, N B, October 19th 1863, October 13th 1865
Moseley E T, Q C, Sydney, N S, August 26th 1868, August 26th 1868
Moseley Frederick, Sydney, N S, December —— 1878, December —— 1878
MOTT WM A, of McAllister & Mott, Campbellton, N B, October 19th 1887, October 25th 1888

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Motton Robert, Halifax, N S, December 7th 1864, December 7th 1864
Muir Charles S, Parrsboro, N S, August 2nd 1869, August 2nd 1869

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Mullin Daniel, of Quigley & Mullin, St John, N B, June 28th 1882, June 28th 1882
Munro Henry H, Yarmouth, N S, November 4th 1893, November 4th 1893
Murphy Josiah R, Woodstock, N B, April 17th 1882, April 26th 1883
MURRAY HON GEO H, of Murray & McKenzie, North Sydney, N S, May 16th '83, May 16th '83
Murray James, Yarmouth, N S, April 27th 1841, April 27th 1841
MURRAY & McKENZIE, North Sydney, N S,
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Murray & McLatchey, Campbellton, N B,
Murray Robert, Chatham, N B, February 13th 1882, April 12th 1883
MURRAY R G, St John, N B, October 15th 1891, October 20th, 1892.
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Murray Robert H, Halifax N S, April 18th 1896, April 18th 1896
Murray Stephen B, Yarmouth, N S, December 30th 1870, December 30th 1870
Murray Wm, of Murray & McLatchey, Campbellton, N B,
Neales J DeVeber, Newcastle, N B, April 17th 1882, April 26th 1883
Nealis Ambrose K, Chatham, N B, October 16th 1890, October 22nd 1891
NEALIS HUGH G, of Black, Bliss & Nealis, Fredericton, N B, Oct 12th 1893, Oct 18th 1894
Newlands H W, Prince Albert, N S, March 24th 1883, March 24th 1883
Nicolson Charles B, Pueble, N S, February 15th 1890, February 15th 1890
NOTTING THOS, Halifax, N S, April —— 1891, April —— 1891
See adv page 556

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NORTH SYDNEY, = C. B.

OTTY G O DICKSON, Hampton and St John, N B, February 11th 1876, February 12th 1877
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Ouseley John W, Windsor, N S, May 31st 1860, May 31st 1860

Outhit J Frank, Halifax, N S, March 16th 1895, March 16th 1895

Outram Frederick P, Halifax, N S, December 10th 1878, December 10th 1878

Owen Daniel, Lunenburg, N S, April 30th 1833, April 30th 1833

Owen Daniel M, of Owen & Ruggles, Lunenburg, N S, August 3rd 1874, August 3rd 1874

OWEN JACOB M, Annapolis, N S, October 30th 1869, October 30th 1869
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Owen & Ruggles, Lunenburg, N S,

Owen Hon Wm H, Q C, Bridgewater, N S, March 23rd 1864, April —— 1864

Oxley Charles H, Amherst, N S, October 28th 1890, October 28th 1890

PALMER C A, Q C, and of C A & S W Palmer, St John, N B, Oct 12th 1876, Oct 21th 1877
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Palmer Charles, Q C, Charlottetown, P E I, May 10th 1845, May 9th 1846

PALMER C A & S W, Moncton, N B,
See adv page 584

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Palmer H James, Charlottetown, P E I, May 8th 1876, May 4th 1879
Palmer Philip, Hampton and St John, N B, February 20th 1873, June 27th 1874
PALMER S W, of C A & S W Palmer, Moncton, N B, October 12th 1893, October 8th 1894
Park William A, Newcastle, N B, April 23rd 1875, April 23rd 1876
PARKER J G H, Bridgetown, N S, December 11th 1875, December 11th 1875
See adv page 566
PARKER WM F, of Borden, Ritchie & Parker, Halifax, N S, Jan 10th 1885, Jan 10th 1885
Parlee Martin H, Sussex, N B, October 16th 1890, October 22nd 1891
Parsons Jonathan, Halifax, N S, December 13th 1876, December 13th 1876
PARSONS WM G, Middleton, N S, July 6th 1886, July 6th 1886
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PATON V J, of Wade & Paton, Bridgetown, N S, July 4th 1892, July 20th 1895
PATTERSON ALEX C, of Patterson & Fulton, Truro, N S, Dec 13th 1876, Dec 13th 1876
PATTERSON & FULTON, Truro, N S,
See adv page 595

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PATTERSON GEO, of Sinclair & Patterson, New Glasgow, N S, Oct 22nd 1889, Oct 22nd 1889
Payzant John A, of J Y Payzant & Son, Halifax, N S, October 24th 1893, October 24th 1893
Payzant J Y & Son, Halifax, N S,
Payzant John Y, of J Y Payzant & Son, Halifax, N S, December 7th 1864, December 7th 1864
Payzant Wm Louis, Halifax, N S, October 23rd 1894, October 23rd 1894
PEARSON B F, of Pearson & Covert, Halifax, N S, December 24th 1881, December 24th 1881
PEARSON & COVERT, Halifax, N S,
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Peck A A, Hopewell, N B, April 16th 1865, October 11th 1867
Peck Charles A, Q C, Albert and Hopewell Cape, N B, April 14th 1861, June 12th 1863
PELTON S H, Q C, Yarmouth, N S, October 22nd 1867, October 22nd 1867
See adv page 599
Percy Blanchard H, Baddeck, N S, January 10th 1885, January 10th 1885
PETERS ARTHUR, of Peters, Peters & Ings, Charlottetown, P E I, Oct 5th 1878, Oct 5th 1878
Peters Fred H, Fredericton, N B, November 13th 1895, November 19th 1896

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PETERS FRED, Q C, of Peters, Peters & Ings, Charlottetown, P E I, Oct 5th 1875, Oct 5th 1875
PETERS, PETERS & INGS, Charlottetown, P E I,
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Phinney James D, Fredericton, N B, October 21st 1869, October 11th 1870
PICKETT HARRY H, St John, N B, November 13th 1895, November 19th 1896
See adv page 544
Pines Avard V, Kentville, N S, April 4th 1896, December 4th 1896
Pipes Wm T, Q C, Amherst, N S, December 16th 1875, December 16th 1875
Plant Barry R, Edmundston, N B, February 18th 1871, February 20th 1872
Poirier Pascal, Shediac, N B, February 3rd 1887, October 11th 1888
PORTER JOHN J, of Bustin & Porter, St John, N B, October 18th 1888, October 17th 1889
POWELL, BENNETT & HARRISON, Sackville, N B,
See adv page 589
POWELL H A, Q C, of Powell, Bennett & Harrison, Sackville, N B, June 23rd '79, June 24th '80
Power John J, Pictou, N S, April 10th 1893, April 10th 1893
Power Hon Laurence G, Halifax, N S, December 7th 1866, December 7th 1866
PUDDINGTON H F, St John, N B, October 12th 1893, October 8th 1894
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PUGSLEY HON WM, Q C, St John, N B, June 22nd 1872, June 27th 1873
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Pyke John G, Liverpool, N S, July 23rd 1874, July 23rd 1874
Quigley & Mullin, St John, N B,

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Quigley Richard F, Q C, of Quigley & Mullin, St John, N B, Feb 13th 1875, Feb 13th 1876

RAINSFORD H B, Fredericton, N B, April 14th 1860, October 13th 1862
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Rand Fred C, Kentville, N S, December 13th 1883, December 13th 1883

Ratchford Charles E, Amherst, N S, August 2nd 1869, August 2nd 1869

Rattenburg Oliver B, of Rattenburg & Tweedie, Charlottetown, P E I, May 3rd 1887, May —— 1888

Rattenburg & Tweedie, Charlottetown and Alberton, P E I,

RAYMOND E P, of Hazen & Raymond, St John, N B, February 3rd 1893,

Read Berton S, Dorchester, N B, February 13th 1879, April 15th 1880

Read John Walter, Fredericton, N B, October 19th 1885, October 28th 1886

REDDIN J H, Charlottetown, P E I, July 3rd 1885, June 29th 1886
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Regan Thomas P, St John, N B, April 21st 1885, April 29th 1886

Reilly E Albert, Moncton, N B, November 15th 1894, November 22nd 1895

RICHARD HON A D, Dorchester, N B, June 23rd 1879, June 20th 1880
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Richardson Caleb, Richibucto, N B, October 19th 1863, October 13th 1865

Richey Hon Mathew H, Halifax, N S, December 3rd 1849, December 3rd 1849

Ritchie George, of Ritchie & Menger, Halifax, N S, December 15th 1879, December 15th 1879

Ritchie James J, Q C, Annapolis, N S, December 15th 1877, December 15th 1877

Ritchie & Menger, Halifax, N S,

Ritchie Robert J, Police Magistrate, St John, N B, October 14th 1865, October —— 1867

RITCHIE ROBERT R, St John, N B, October 13th 1883, October 18th 1884
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Ritchie Thomas, Annapolis, N S, May 8th 1866, May 8th 1866

Ritchie W B Almon, Annapolis, N S, June 5th 1882, June 5th 1882

ROBERTS JOHN ARTHUR, Bridgewater, N S, January 25th 1890, January 25th 1890
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Robertson Struan G, New Glasgow, N S, October 23rd 1894, October 23rd 1894

ROBERTSON T R, of Webster & Robertson, Kentville, N S, Nov 10th 1890, Nov 10th 1890

Robinson Arthur L, Moncton, N B, October 18th 1888

Robinson Clifford W, Moncton, N B, October 13th 1892, October 27th 1893

Robinson T B, St John, N B, June 12th 1863, June 16th 1864

Rogers Henry W, Amherst, N S, December 13th 1887, December 13th 1887

ROGERS T S, of Townshend & Rogers, Amherst, N S, December 13th 1887, December 13th 1887

ROSCOE W E, Kentville, N S, May 19th 1876, May 19th 1876
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Ross Henry T, Bridgewater, N S, November 5th 1889, November 5th 1889

Ross James D, Truro, N S, December 13th 1876, December 13th 1876

Ross John T, Halifax, N S, November 23rd 1878, November 23rd 1878

Ross John W, Pictou, N S, January 13th 1883, January 13th 1883

Charles S. Hamilton,

Counsellor at Law.

Winter Residence - NEW HAVEN, Conn.

Summer Residence - WOLFVILLE, N. S.

PRACTISES IN BOTH UNITED STATES AND STATE COUNTY.

Collections and Causes in Court, in Boston, New York, Providence, New Haven and adjoining Cities, Promptly Attended to.

May be Consulted by Correspondence by those in Dominion having Legal Matters in the United States.

ROSS, MELLISH & MATHERS, Halifax, N S,
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ROSS WM B, Q C, of Ross, Mellish & Mathers, Halifax, N S, Aug 20th 1878, Aug 20th 1878
ROWLINGS G A R, of Rowlings & Thompson, Halifax, N S, Oct 24th 189[illegible] [illegible]3
ROWLINGS & THOMPSON, Halifax, N S,
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RUEL GERARD G, of Blair, Ruel & Blair, St John, N B, Octob[illegible] [illegible] [illegible]tob[illegible] 7th 1889
RUGGLES EDWIN, Q C, of T D Ruggles & Sons, Bridgetown, N[illegible] July 2[illegible] 1875, July 20th 1875
Ruggles H Dwight, Annapolis, N S, July 15th 1889, July 15th 1889
RUGGLES H, of T D Ruggles & Sons, Bridgetown, N S, January 9th 1885, January 9th 1885
Ruggles Nepean C, of Owen & Ruggles, Lunenburg, N S, Sept 19th 1891, Sept 19th 1891
RUGGLES T D, Q C, of T D Ruggles & Sons, Bridgetown, N S, April 18th 1843, April 18th 1843
RUGGLES T D & SONS, Bridgetown, N S,
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RUSSELL B, Q C, of Russell & Russell, Halifax, N S, December 14th 1872, December 14th 1[illegible]
RUSSELL F W, of Russell & Russell, Halifax, N S, March 27th 1895, March 27th 1895
Russell Joseph A, Newcastle, N B, October 19th 1887,
RUSSELL & RUSSELL, Halifax, N S,
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RUSSELL WM A, Shediac, N B, October 22nd 1875, October 24th 1876
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SANFORD C F, St John, N B, January 27th 1892, February 16th 1893
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SANGSTER H W, of Shaw & Sangster, Windsor, N S, June 6th 1892, June 6th 1892
Sayre Charles J, Richibucto, N B, February 13th 1854, June 10th 1856
Sayre William P, Richibucto, N B, October 18th 1883, February 7th 1884
SCHREVE T C, Q C, Digby, N S, July 19th 1870, July 19th 1870
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Scott H Percy P, Windsor, N S, December 16th 1880, December 16th 1880
Sedgwick J Adam, Halifax, N S, December 9th 1884, December 9th 1884
SHAFFNER WM P, Kentville, N S, May 23rd 1885, May 23rd 1885
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SHARKEY JAS T, Fredericton, N B, October 18th 1882, February 7th 1884
SHAW A E, of Shaw & Sangster, Windsor, N S, October 27th 1891, November 19th 1896
Shaw George H, St John, N B, November 13th 1895,
SHAW & SANGSTER, Windsor, N S,
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Silver Alfred E, Halifax, N S, December 8th 1885, December 8th 1885
Simonds Chas E A, Fredericton, N B, October 18th 1888, April 10th 1890
SINCLAIR J A, of Macrae & Sinclair, St John, N B, October 16th 1890, October 22nd 1891
SINCLAIR J H, of Sinclair & Patterson, New Glasgow, N S, Jan 31st 1880, Jan 31st 1880
SINCLAIR & PATTERSON, New Glasgow, N S,
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SKINNER C N, of C N Skinner & Sons, St John, N B, June 13th 1858, June 10th 1860
SKINNER C S C, of C N Skinner & Sons, St John, N B, October 12th 1893, October 8th 1894
SKINNER C N & SONS, St John, N B,
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SKINNER SHERWOOD, of C N Skinner & Sons, St John, N B, June 27th 1893, July 10th 1894
SLIPP ARTHUR R, Fredericton, N B, October 13th 1892,
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SMALLWOOD C R, Charlottetown, P E I, October 7th 1884, October 6th 1885
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SMITH BOWYER S, St John, N B, June 27th 1893, July 10th 1894
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Smith Charles Hudson, Halifax, N S, July 14th 1881, July 14th 1881
SMITH C R, Q C, Amherst, N S, January 10th 1876, January 10th 1876
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Smith George K, Halifax, N S, December 29th 1875, December 29th 1875
Smith G Sidney, St John, N B, October 13th 1858, October 13th 1859
Smith John T, Amherst, N S, May 11th 1857, July 14th 1858
Smith Joseph A, Halifax, N S, February 16th 1883, February 16th 1883
Smith Sidney Wilbert, Parrsboro, N S, January 13th 1883, January 13th 1883
Stairs Henry B, Halifax, N S, April 18th 1893, April 18th 1893
Steadman G H, Moncton, N B, February 11th 1869,
Steeves Chipman A, Moncton, N B, October 21st 1876, June —— 1878
Stevens & Lawson, Edmunston, N B,
Stevens James G, Jr, of Stevens & Mitchell, St Stephen, N B, October 22nd 1870, October 12th 1871
Stevens John M, of Stevens & Lawson, St Stephen, N B, April 25th 1883, June 25 1885
Stevens & Mitchell, St Stephen, N B,
Stewart Charles James, Amherst, N S, May 7th 1844, May 7th 1844
Stewart James J, Halifax, N S, July 24th 1874, July 24th 1874
STEWART JAS McG, Pictou, N S, August 20th 1878, August 20th 1878
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Stewart Wm S, Q C, Charlottetown, P E I, July 15th 1882, July 17th 1883
Stockford O B, Fredericton, N B, November 15th 1894, November 22nd 1895
STOCKTON A A, Q C, St John, N B, June 15th 1867, June 11th 1868
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STOCKTON CHAS A, St John, N B, October 21st 1869, October 11th 1870
Stockton Frederick W, Sussex, N B, October 13th 1865, June 10th 1875
Stockton Robert O, St John, N B, February 18th 1871, April 9th 1872
Straton Alexander, Andover, N B, October 13th 1883, October 16th 1884
Straton Francis A H, Fredericton, N B, October 13th 1835, October 15th 1837
Straton James, St John, N B, February 14th 1881, February 24th 1882

Sumner Charles E, Moncton, N B, June 23rd 1881
Sutherland W D, Windsor, N S, December 7th 1864, December 7th 1864
SWEENEY F J, of Grant & Sweeney, Moncton, N B, October 18th 1888
Tanner Charles E, Pictou, N S, December 28th 1878, December 28th 1878
TEED BEDFORD B, Sackville, N B, October 16th 1890, October 22nd 1891
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TEED MARINER G, Dorchester, N B, June 29th 1882, January 12th 1884
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TERNAN G B, of McNeil, McNeil & Ternan, Halifax, N S, April 11th 1896, April 11th 1896
Thomas George P, Moncton, N B, April —— 1879, April —— 1880
Thompson Edgar W, St Stephen, N B, October 19th 1887, October 25th 1888
Thompson Samuel, Q C, Newcastle, N B, October 16th 1846, October 12th 1848
Thompson W Ernest, Halifax, N S, October 24th 1893, October 24th 1893
Thomson Charles J, Newcastle, N B, October 13th 1883, October 16th 1884
Thomson James, Q C, Halifax, N S, July 26th 1846, July 26th 1846
Thomson Walter K, Halifax, N S, December 13th 1887, December 13th 1887
TILLEY LEONARD P D, St John, N B, October 12th 1893, October 8th 1894
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Tobin Thomas F, of Lyons, Lyons & Tobin, Halifax, N S, Sept 29th 1890, Sept 29th 1890
TOBIN WM R, North Sydney, C B, October 22nd 1895, October 22nd 1895
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TOWNSHEND J M, Q C, of Townshend & Rogers, Amherst N S, Dec 16th 1875, Dec 16th 1875
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Tremain Chas F, of MacIlreath & Tremain, Halifax, N S, October 24th 1895, October 24th 1895
Tremain Edward D, Port Hood, N S, May 31st 1860, May 31st 1860
TREMAIN F J, Q C, Halifax, N S, October 22nd 1867, October 22nd 1867
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TREMAIN RUFUS A, Truro, N S, July 17th 1872, July 17th 1872
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Trueman Wm A, Albert, N B, June 21st 1877, June 18th 1879
Tupper Wm J, Springhill, N S, January 14th 1886, January 14th 1886
Turner George H, Dorchester, N B, October 18th 1888,
Tweedie & Bennett, Chatham, N B,
Tweedie Lemuel J, of Tweedie & Bennett, Chatham, N B, October 22nd 1870, October 12th 1871
Tweedie George, Alberton, P E I, July 13th 1883, July 12th 1884
Tweedie R S LeBert, Hampton, N B, October 17th 1881, October 26th 1882
Twining Charles & Son, Halifax, N S,
Twining Wm, of Chas Twining & Son, Halifax, N S, December 4th 1848, December 4th 1848
Uniacke Robie, Halifax, N S, August 2nd 1858, August 2nd 1858
VANWART WESLEY, Fredericton, N B, November 1st 1873, November 1st 1874
Viets John M, Digby, N S, May 10th 1864, May 10th 1864
Vince D McLeod, Woodstock, N B, October 13th 1883, October 16th 1884
Vincent Geo R, of Curry & Vincent, St John, N B, October 21st 1886, October 27th 1887
Wade Allan V, Digby, N S, December 8th 1885, December 8th 1885
WADE F B, Q C, of Wade & Paton, Bridgewater, N S, July 20th 1875, July 20th 1875
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Walker Abraham B, St John, N B, June 16th 1881, June 29th 1882
Wall Joseph A, Antigonish, N S, November 6th 1893, November 6th 1893
Wallace John W, Wolfville, N S, December 13th 1876, December 13th 1876

WALLACE & MacKAY, Halifax, N S,
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Wallace Thomas J, Halifax, N S, November 28th 1853, November 28th 1853
WALLACE WM B, St John, N B, June 20th 1872, June 28th 1873
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WALLACE W B, of Wallace & MacKay, Halifax, N S, December 18th 1884, December 18th 1884
WALSH WM W, Halifax, N S, December 14th 1886, December 14th 1886
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Warburton A B, Charlottetown, P E I, July 6th 1878, July 6th 1879
Waterbury Harold S, St John, N B, April 11th 1895, April 18th 1896
WEBSTER B, Q C, of Webster & Robertson, Kentville, N S, July 17th 1872, July 17th 1872
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Wedderburn Frederick V, Hampton, N B, April 16th 1883, April 24th 1884
Weeks Wm A, Charlottetown, P E I, July 18th 1885, June 29th 1886
Welch David I, Moncton, N B, June 16th 1881, June —— 1882
WELDON & McLEAN, St John, N B,
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Weldon Richard C, Q C, Halifax, N S, December 9th 1884, December 9th 1884
Welling Thomas A, Shediac, N B, April 16th 1863
Wells W Woodbury, Q C, Moncton, N B, October 21st 1886
Weston Byron A, Halifax, N S, July 19th 1873, July 19th 1873
Wetmore John Ward, Fredericton, N B, October 16th 1890, October 22nd 1891
Whear John F, Charlottetown, P E I, January 14th 1890, January 13th 1891
White A J, Reg of Deeds, Halifax, N S, May 11th 1857, May 11th 1857
White Albert S, Q C, of White, Allison & King, Sussex, N B, Oct 18th 1877, Oct 24th 1878
White, Allison & King, Sussex, N B,
White & Blanchard Shelburne, N S,
White N W, Q C, of White & Blanchard, Shelburne, N S, January 4th 1859, January 4th 1859
WHITFORD JOS A, Bridgewater, N S, April 18th 1892, April 18th 1892
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WHITMAN ALFRED, Halifax, N S, December 20th 1881, December 20th 1881
Whittier Herbert H, Shelburne, N S, November 7th 1882, November 7th 1882
WICKWIRE & COGSWELL, Kentville, N S,
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WICKWIRE HENRY H, of Wickwire & Cogswell, Kentville, N S, Oct 27th 1891, Oct 27th 1891
WILLETT JOHN, St John, N B, October 22nd 1870, October 12th 1871
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Williams John D, St John, N B, October 12th 1876, October 12th 1877
WILLISTON E P, Newcastle, N B, June 18th 1875, June 19th 1876
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Wilmot Allen B, Fredericton, N B, November 15th 1894, November 22nd 1895
WILSON AMON A, St John, N B, April 20th 1876, April 21st 1877
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WILSON GEO L, Fredericton, N B, October 15th 1891, October 20th 1892
WILSON WM, Fredericton, N B, October 21st 1876, October 21st 1877
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Winslow E Byron, Fredericton, N B, February 11th 1865, February 8th 1867
Winslow J Norman W, Woodstock, N B, October 18th 1882, February 7th 1883
WINSLOW W C, Chatham, N B, February 9th 1882, July 22nd 1883
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WOOD JOHN E, of Wood & King, Halifax, N S, April 15th 1892, April 15th 1892
WOOD & KING, Halifax, N S,
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Woodworth Chas M, Edmonton, N S, April 18th 189 , April 18th 1893
Woodworth D B, Q C, Kentville, N S, October 24th 1864, October 24th 1865
Wright Henry E, Summerside, P E I, July 13th 1872, July 15th 1873
Wyatt James Edward, Summerside, P E I, November 2nd 1883, November 8th 1884
YEOMANS JOHN H, Petitcodiac, N B, June 12th 1884,
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Young & Comben, Woodstock, N B,
Young Louis E, of Young & Comben, Woodstock, N B, October 16th 1890, October 22nd 1891

ADVERTISE IN

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POST OFFICES

IN

NOVA SCOTIA, NEW BRUNSWICK

AND

PRINCE EDWARD ISLAND.

† Means Money Order Office.

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Abercrombie,	Pictou, N S	Alton,	Colchester, N S
Abougoggin Upper,	Westmoreland, N B	Alton North,	Kings, N S
Abougoggin Road,	Westmoreland, N B	Amaguadus Pond,	Cape Breton, N S
Abougoggin New,	Westmoreland. N B	†Amherst,	Cumberland, N S
Abrams Village,	Prince East, P E I	Amherst East,	Cumberland, N S
†Acadia Mines,	Colchester, N S	Amherst Point,	Cumberland, N S
Acadie	Kent, N B	Ammon,	Westmoreland, N B
Acadie Centre,	Kent, N B	†Anagance,	Kings, N B
Acadie Siding,	Kent, N B	Anagance Ridge,	Kings, N B
Adamsville,	Kent, N B	Anderson,	Westmoreland, N B
Addington Forks,	Antigonishe, N S	†Andover,	Victoria, N B
Admiral Rock,	Hants, N S	†Annapolis,	Annapolis, N S
†Advocate Harbor,	Cumberland, N S	Annarowe,	Queens, West, P E I
Advocate West,	Cumberland, N S	Annedale,	Sunbury & Queens, N B
Afton,	Antigonishe, N S	†Antigonishe,	Antigonishe, N S
Afton Road,	Queens East, P E I	Antigonishe Harbor,	Antigonishe, N S
Afton Station,	Antigonishe, N S	Antigonishe Harbor S S	Antigonishe, N S
Aitkins Ferry,	Kings, P E I	Antrim	Halifax, N S
Akerly,	Sunbury & Queens. N B	†Apohaqui,	Kings, N B
Alba,	Inverness, N S	Appin,	Antigonishe, N S
Albany,	Prince East, P E I	Appin Road,	Prince East, P E I
Albany New,	Annapolis, N S	Apple River,	Cumberland, N S
Alberry Plains,	Queens East, P E I	Apple River east,	Cumberland, N S
†Albert,	Albert, N B	Arcadia,	Yarmouth, N S
Albert Bridge,	Cape Breton, N S	Archibald,	Colchester, N S
Albertine,	Victoria, N B	Archibald Settlement,	Restigouche, N B
Albert Mines,	Albert, N B	Ardness,	Pictou, N S
†Alberton,	Prince West, P E I	Argyle,	Carleton, N B
Albion,	Kings, P E I	Argyle,	Yarmouth, N S
Alder Point,	Cape Breton, N S	Argyle Central,	Yarmouth, N S
Alder River,	Guysborough, N S	Argyle Head,	Yarmouth, N S
Aldouane,	Kent, N B	Argyle Lower	Yarmouth, N S
Alexanders Point	Gloucester, N B	Argyle Shore,	Prince East, P E I
Alexandra,	Queens East, P E I	Argyle Sound,	Yarmouth, N S
Alexandrina,	Kent, N B	†Arichat,	Richmond, N S
Alison,	Westmoreland, N B	Arichat West,	Inverness, N S
Allandale,	York, N B	Arisaig,	Antigonishe, N S
†Alma,	Albert, N B	Arlington,	Kings, N S
Alma,	Pictou, N S	Armadale,	Kings, P E I
Alma,	Prince West, P E I	Armstrong,	Kings, N B

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Armstrong's Brook,	Restigouche, N B	Baltic,	Prince, P E I
Armstrong's Corner,	Sunbury & Queens, N B	Baltic East,	Kings, P E I
Aroostook Junction,	Victoria, N B	Bangor,	Kings, P E I
Aroostook Portage	Victoria, N B	Banks of Broad Cove,	Inverness, N S
Arthurette,	Victoria, N B	Bannister,	Albert, N B
Ashdale,	Antigonishe, N S	Barachois,	Westmoreland, N B
Ashfield,	Inverness, N S	Barachois Harbor,	Cape Breton, N S
Ashland,	Carleton, N B	Barachois, St. Louis,	Richmond, N S
Askilton,	Inverness, N S	Barnaby River,	Northumberland, N B
Aspen,	Guysborough, N S	Barnesville,	Kings, N B
Aspotogan,	Lunenburg, N S	Barney River Station,	Pictou, N S
†Athol,	Cumberland, N S	Barney Riv. Middle Set.	Pictou, N S
Atlanta,	Kings, N S	Barneys River,	Pictou, N S
Atwood's Brook,	Shelburne & Queens, NS	Barneys River Lower,	Pictou, N S
†Auburn,	Kings, N S	Barra Glen,	Victoria, N S
Auburn,	Queens West, P E I	Barra Head,	Richmond, N S
Augustine Cove,	Prince East, P E I	Barrattsholme,	Albert, N B
Auld's Cove,	Guysborough, N S	†Barrington,	Shelburne & Queens, NS
Avery's Portage,	York, N B	Barrington Passage,	Shelburne & Queens, NS
Avondale,	Carleton, N B	Barrington West,	Shelburne & Queens, NS
Avondale,	Pictou, N S	Barrios Beach,	Antigonishe, N S
Avondale Station,	Pictou, N S	Barronsfield,	Cumberland, N S
Avonport,	Kings, N S	Barr Settlement,	Hants, N S
Avonport Station,	Kings, N S	Barry's Corner,	Lunenburg, N S
†Aylesford,	Kings, N S	Barss' Corner,	Lunenburg, N S
		Bartholomew,	Northumberland, N B
Babington,	Sunbury & Queens, N B	Bartibog,	Northumberland, N B
Baccaro,	Shelburne & Queens, NS	Bartibog Little,	Northumberland, N B
Back Bay,	Charlotte, N B	Bartibog Bridge,	Northumberland, N B
Back Lands,	Antigonishe, N S	Bartlett Mills,	Charlotte, N B
Back Meadows,	Pictou, N S	Barton,	Digby, N S
†Baddeck,	Victoria, N S	Base Line Road,	Kings, N B
Baddeck Bay,	Victoria, N S	Basin of Riv. Inhab'ts,	Richmond, N S
Baddeck Bay River,	Victoria, N S	†Bass River,	Colchester, N S
Baddeck Bridge,	Victoria, N S	Bass River,	Kent, N B
Baddeck Forks,	Victoria, N S	Bass River Little	Colchester, N S
Baddeck River, N. Brch	Victoria, N S	Basswood Ridge,	Charlotte, N B
Baddeck River, S. Side	Victoria, N S	Bateston,	Cape Breton, N S
Baddeck River, Upper,	Victoria, N S	Bath,	Carleton, N B
†Baie Verte,	Westmoreland, N B	†Bathurst,	Gloucester, N B
Baie Verte Road,	Westmoreland, N B	†Bathurst Village,	Gloucester, N B
†Bailey's Brook,	Pictou, N S	Battery Hill,	Pictou, N S
Baillie,	Charlotte, N B	Baxter's Harbor,	Kings, N S
Bairdsville,	Victoria, N B	†Bay du Vin,	Northumberland, N B
Baker Brook,	Victoria, N B	Bay du Vin Upper	Northumberland, N B
Baker Settlement,	Lunenburg, N S	Bay du Vin Mills,	Northumberland, N B
Baldwin's Road,	Kings, P E I	†Bayfield,	Westmoreland, N B
Balfron,	Kings, N B	†Bayfield,	Antigonishe, N S
Balls Creek Rear	Cape Breton, N S	Bayfield,	Kings, P E I
Balmoral,	Restigouche, N B	Bay Road Valley,	Victoria, N S
Balmoral,	Richmond, N S	Bayside,	Northumberland, N B
Balmoral Mills,	Colchester, N S	Bayside,	Charlotte, N B

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Bayside,	Halifax, N S	Bellenden,	Sunbury & Queens, N B
Bay St. Lawrence,	Victoria, N S	Belleville,	Carleton, N B
Bayswater,	Kings, N B	Belleville,	Yarmouth, N S
Bayswater,	Lunenburg, N S	Belliveaux Cove,	Digby, N S
Bay View,	Digby, N S	Belliveaux Village,	Westmoreland, N B
Bay View,	St. John, N B	Belmont,	Price West, P E I
Bay View,	Queens West, P E I	Belmont,	Colchester, N S
Beach Point,	Queens East, P E I	Belyea's Cove,	Sunbury & Queens, N B
Beaconsfield,	Victoria, N B	Benacadie,	Cape Breton, N S
Beach Meadows,	Shelburne & Queens, NS	Benacadie Pond,	Cape Breton, N S
Bear Cove Cheticamp	Digby, N S	Ben Erin Rear,	Cape Breton, N S
Bear Island,	York, N B	Ben Lomond,	St. John, N B
Bear Island,	Richmond, N S	Benton,	Carleton, N B
Bear Point,	Shelburne & Queens, NS	Ben Erin Rear,	Cape Breton, N S
†Bear River (W. Side)	Digby, N S	Beresford,	Gloucester, N B
Bear River,	Kings, P E I	Berlin West,	Shelburne & Queens, NS
Beaton's Mills,	Queens East, P E I	Berry Hill,	Colchester, N S
Beatonville,	Inverness, N S	Berry's Mills Station,	Westmoreland, N B
Beaufort,	Carleton, N B	Berryton,	Albert, N B
Beauly,	Antigonishe, N S	Bertrand,	Gloucester, N B
Beaver Bank North,	Halifax, N S	†Berwick,	Kings, N S
Beaver Bank,	Halifax, N S	Big Bank,	Victoria, N S
Beaver Bank Middle,	Halifax, N S	Big Bras d'or,	Victoria, N S
Beaver Brook,	Albert, N B	Big Brook,	Inverness, N S
Beaver Brook,	Colchester, N S	Big Cove,	Sunbury & Queens, N B
Beaver Cove,	Cape Breton, N S	Biggar Ridge,	Carleton, N B
Beaver Cove Rear,	Cape Breton, N S	Big Glen,	Cape Breton, N S
Beaver Dam,	York, N B	Big Harbor,	Victoria, N S
Beaver Harbor,	Charlotte, N B	Big Harbor Island,	Inverness, N S
Beaver Harbor,	Halifax, N S	Big Hill,	Victoria, N S
Beaver River,	Digby, N S	Big Intervale (M'garee)	Inverness, N S
Beaver River Corner,	Digby, N S	Big Intervale (C North)	Victoria, N S
Bedeque North,	Prince East, P E I	Big Island,	Pictou, N S
Bedeque	Prince East, P E I	Big Loraine,	Cape Breton, N S
Bedeque Central,	Prince East, P E I	Big Marsh,	Antigonishe, N S
Bedford Basin,	Halifax, N S	Big Pond,	Cape Breton, N S
Beech Hill,	Albert, N B	Big Porble Bear,	Shelburne & Queens, NS
Beech Hill,	Kings, N S	Big Ridge,	Cape Breton, N S
Beech Hill,	Lunenburg, N S	Big Ridge South,	Cape Breton, N S
Beechmont,	Cape Breton, N S	Big Tracadie,	Antigonishe, N S
Beechville,	Halifax, N S	†Bill Town,	Kings, N S
Beechwood,	Antigonishe, N S	Birch Grove,	Cape Breton, N S
Beechwood,	Carleton, N B	Birch Ridge,	Victoria, N B
†Belfast,	Queens East, P E I	Birchtown,	Shelburne & Queens, NS
Belle Cote,	Inverness, N S	Birdton,	York, N B
Belle Creek,	Queens East, P E I	Bishopville,	Kings, N S
Belledune,	Gloucester, N B	Black Branch,	Pictou, N S
Belledune River,	Gloucester, N B	Black Brook,	Cape Breton, N S
Bellefleur,	Victoria, N B	Blackett's Lake,	Cape Breton, N S
Belleisle,	Annapolis, N S	Black Land,	Restigouche, N B
Belleisle Bay,	Kings, N B	Black Point,	Restigouche, N B
Belleisle Creek,	Kings, N B	Black Point,	Halifax, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Black Point,	Shelburne & Queens, NS	Boulardarie West,	Cape Breton, N S
Black River,	Northumberland, N B	Boundary Creek,	Westmoreland, N B
Black River,	St. John, N B	Boundary Presque Is'e,	Carleton, N B
Black River Bridge,	Northumberland, N B	Bourgeois,	Kent, N B
Black River Rear,	Richmond, N S	†Boylston,	Guysborough, N S
Black Rock,	Cumberland, N S	Brackley Beach,	Queens East, P E I
Black Rock,	Gloucester, N B	Brackley Point,	Queens East, P E I
Black Rock,	Victoria, N S	Brackley Point Road,	Queens East, P E I
Black's Harbor,	Charlotte, N B	Brae,	Prince West, P E I
†Blackville,	Northumberland, N B	Branch La Have,	Lunenburg, N S
Blair Athol,	Restigouche, N B	Bransfield,	Northumberland, N B
Blakely,	Sunbury & Queens, N B	†Bras d'or Little,	Cape Breton, N S
Blanchard Road,	Pictou, N S	Bras d'or Little S Side,	Cape Breton, N S
Blanchard Settlement,	Gloucester, N B	Brass Hill,	Shelburne & Queens, NS
Blanche,	Shelburne & Queen, NS	Brazil Lake,	Yarmouth, N S
Blandford.	Lunenburg, N S	Breadalbane,	Restigouche, N B
Blayney Ridge,	York, N B	Breadalbane,	Prince East, P E I
Blissfield,	Northumberland, N B	Brean's Creek,	Westmoreland, N B
Blissville,	Sunbury & Queens, NB	Brenton,	Yarmouth, N S
Blissville Central,	Sunbury & Queens, NB	Brickton,	Annapo'is, N S
Blockhouse,	Lunenburg, N S	Bridgedale,	Albert, N B
Blomidon,	Kings, N S	†Bridgeport,	Cape Breton, N S
Bloomfield,	Carleton, N B	†Bridgetown,	Annapolis, N S
Bloomfield,	Prince West, P E I	†Bridgeville,	Pictou, N S
Bloomfield,	Kings, N B	†Bridgewater,	Lunenburg, N S
Bloomfield,	Digby, N S	Brigg's Corner,	Sunbury & Queens, N B
Bloomfield Ridge,	York, N B	Brighton Upper,	Carleton, N B
Bloomfield Station,	Kings, N B	Brighton,	Digby, N S
Bloomfield Station,	Prince West, P E I	Brighton Lower,	Carleton, N B
Blooming Point,	Queens East, P E I	Brileys Brook,	Antigonishe, N S
Blue Bell,	Victoria, N B	†Bristo',	Carleton, N B
Blue Cove,	Gloucester, N B	†Broad Cove Chapel,	Inverness, N S
Blue Mountain,	Pictou, N S	Broad Cove, (Lun'burg)	Lunenburg, N S
Blue's Mill,	Inverness, N S	Broad Cove Marsh,	Inverness, N S
Blue Rock,	Lunenburg, N S	Broad Cove Mines,	Inverness, N S
Bocabec,	Charlotte, N B	Broadway,	Pictou, N S
Boiestown,	Northumberland, N B	Brockton,	Prince West, P E I
Boisdale Barachois,	Cape Breton, N S	Brookdale,	Cumberland, N S
Boisdale Chapel,	Cape Breton, N S	Brookfield,	Colchester, N S
Bon Accord,	Victoria, N B	Brookfield,	Shelburne & Queens, NS
Bonney River Station,	Charlotte, N B	Brookfield North,	Shelburne & Queens, NS
Bonshaw,	Prince East, P E I	Brookland,	Pictou, N S
Bonwell,	Prince East, P E I	Brooklyn,	Queens East, P E I
Borneish,	Inverness, N S	†Brooklyn,	Shelburne & Queens, NS
Bothwell,	Kings, P E I	Brooklyn,	Yarmouth, N S
Botsford Portage,	Westmoreland, N B	Brooklyn Corner,	Kings, N S
Boudreau,	Westmoreland, N B	Brookside,	Halifax, N S
Boudreau Village,	Westmoreland, N B	Brookside Upper,	Colchester, N S
Boulardarie,	Victoria, N S	Brookton,	Albert, N B
Boulardarie Centre,	Victoria, N S	Brookvale,	Sunbury & Queens, N B
Boulardarie East,	Victoria, N S	Brookvale,	Halifax, N S
Boulardarie South,	Victoria, N S	Brook Village,	Inverness, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Brookville,	Cumberland, N S	Cambridge Lower,	Sunbury & Queens, N B
Brookville,	Pictou, N S	Cambridge Road,	Queens East, P E I
Brookville,	Carleton, N B	Cambridge Station,	Kings, N S
Brookville Station,	St. John, N B	Camden,	Colchester, N S
Brophys	Antigonishe, N S	Cameron's Mills,	Kent, N B
Brown's Brook,	Cumberland, N S	Cameron Settlement,	Guysboro, N S
Brown's Flats,	Kings, N B	Campbell,	Inverness, N S
Brown's Mountain,	Antigonishe, N S	Campbell Mountain,	Inverness, N S
Brownsville,	Pictou, N S	Campbell Settlement,	Kings, N B
Brownsville,	Kings, N B	Campbell Settlement,	York, N B
Brule,	Colchester, N S	†Campbellton,	Restigouche, N B
Brule Shore,	Colchester, N S	†Campbellton New,	Victoria, N S
Bryerton,	Northumberland, N B	Campo Bello,	Charlotte, N B
Buckfield,	Shelburne & Queens, NS	Canaan,	Yarmouth, N S
Bucklaw,	Victoria, N S	Canaan,	Kings, N S
†Buctouche,	Kent, N B	Canaan New,	Sunbury & Queens, N B
Buctouche Upper,	Kent, N B	Canaan Rapids,	Sunbury & Queens, N B
Bull Moose Hill,	Kings, N B	Canaan Road,	Kings, N S
Bull's Creek,	Carleton, N B	Canaan Station,	Westmoreland, N B
Burden,	York, N B	Canada Creek,	Kings, N S
Burlington,	Prince East, P E I	Canada New,	Lunenburg, N S
Burlington,	Kings, N S	Canard,	Kings, N S
Burlington Upper,	Hants, N S	Canarn Lower,	Kings, N S
Burnside,	Pictou, N S	Canard Upper,	Kings, N S
Burnsville,	Gloucester, N B	Cannes,	Richmond, N S
Burnt Church,	Northumberland, N B	†Canning,	Kings, N S
Burncoat,	Hants, N S	Canobois,	Gloucester, N B
Burnt Land Brook,	Victoria, N B	Canoe Cove,	Queens West, P E I
Burton,	Sunbury & Queens, NB	Canoe Lake,	Cape Breton, N S
Burton,	Prince West, P E I	†Canso,	Guysborough, N S
Burton Upper,	Sunbury & Queens, NB	†Canterbury Station,	York, N B
Burtt's Corner,	York, N B	Cape Augnet,	Richmond, N S
†Butternut Ridge,	Kings, N B	Cape Bald,	Westmoreland, N B
Byrne's Road,	Kings, P E I	Cape Danphin,	Victoria, N S
Cable Head,	Kings, P E I	Cape de Moiselle Creek,	Albert, N B
Cable Head West,	Kings, P E I	Cape Egmont,	Prince East, P E I
Cain's Mountain,	Victoria, N S	Cape Enrage,	Albert, N B
Cain's River,	Northumberland, N B	Cape George,	Antigonishe, N S
Caledonia,	Queens, P E I	Cape George Harbor,	Richmond, N S
†Caledonia Corner,	Shelburne & Queens, NS	Cape John,	Pictou, N S
Caledonia Lower,	Guysborough, N S	Cape Mabou,	Inverness, N S
Caledonia Mills,	Antigonishe, N S	Cape Mabou North,	Inverness, N S
Caledonia Middle,	Guysborough, N S	Cape Negro,	Shelburne & Queens, NS
Caledonia Mines,	Cape Breton, N S	Cape Negro Island,	Shelburne & Queens, NS
Caledonia Settlement,	Albert, N B	Cape Spear,	Westmoreland, N B
Caledonia Upper,	Guysborough, N S	Cape Station,	Albert, N B
Caledonia West,	Guysborough, N S	Cape Tormentine,	Westmoreland, N B
Cathoun,	Westmoreland, N B	Cape Wolfe,	Prince West, P E I
California,	Victoria, N B	Cap la Ronde,	Richmond, N S
Cambridge,	Sunbury & Queens, NB	Caraquet Middle,	Gloucester, N B
Cambridge Central,	Sunbury & Queens, NB	Caraquet Upper,	Gloucester, N B
Cambridge,	Hants, N S	†Caraquet,	Gloucester, N B

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Caraquet Lower,	Gloucester, N B	Chappell's Mills	Cumberland, N S
†Cardegan Bridge,	Kings, P E I	Charleston,	Carleton, N B
Cardross,	Kings, P E I	Charlos' Cove,	Guysborough, N S
Cariboo Gold Mines,	Halifax, N S	Charlo Station,	Restigouche, N B
Cariboo Island,	Pictou, N S	Charlo Upper,	Restigouche, "
Cariboo Marsh,	Cape Breton, N S	†Charlottetown,	Queens West, P E I
Cariboo River,	Pictou, N S	Charnwood,	Kings, "
Cariboo River Lower,	Pictou, N S	Chartersville,	Westmoreland, N B
†Carleton Part of St J'n	St. John, N B	†Chatham,	Northumberland, "
Carleton,	Prince East, P E I	Cheboque Central,	Yarmouth, N S
Carleton,	Yarmouth, N S	Cheboque East,	Yarmouth, "
Carleton North,	Prince East, P E I	Cheboque Point,	Yarmouth, "
Carlingford,	Victoria, N B	Chegoggin,	Yarmouth, "
Carlisle,	Carleton, "	Chelmsford,	Northumberland, N B
Carlow,	Carleton, "	Chelsea,	Lunenburg, N S
Caron Brook,	Victoria, "	Chelsea Upper,	Lunenburg "
Carpenter,	Sunbury & Queens, NB	Chelton,	Prince East, P E I
Carrigan,	Antigonishe, N S	Chemical Road,	Albert, N B
Carroll's Corner,	Halifax, "	Cheney Settlement,	Kings, "
Carroll's Crossing,	Northumberland, N B	Chepstow,	Kings, P E I
Carr's Brook,	Colchester, N S	Cherryfield,	Lunenburg, N S
Carsonville,	Kings, N B	Cherry Grove,	Kings, P E I
Carter's Point,	Kings, "	Cherry Hill,	Lunenburg, N S
Case Settlement,	Kings, "	Cherry Vale,	Sunbury & Queens, N B
Cassilis,	Northumberland, N B	Cherry Valley,	Queens East, P E I
Castalia,	Charlotte, N B	†Chesley's Corners,	Lunenburg, N S
Castlereagh,	Colchester, N S	†Chester,	Lunenburg, "
Catalone,	Cape Breton, "	Chester,	Carleton, N B
Catalone Gut,	Cape Breton, "	Chester Basin,	Lunenburg, N S
Catalone Road,	Cape Breton, "	Chester Grant,	Lunenburg, "
Cavendish,	Queens West, P E I	Cheticamp,	Inverness "
Cavendish Road,	Queens West, "	†Cheticamp Chapel,	Inverness, "
Caverhill Lower,	York, N B	Cheticamp Little River,	Inverness, "
Caverhill Upper,	York, "	†Cheverie,	Hants, "
Cedar Camp,	Kings, "	Chezzitcook East,	Halifax, "
Cedar Lake,	Digby, N S	Chezxitcook West,	Halifax, "
Centennial,	Inverness, "	Chignecto,	Cumberland, "
Central Grove,	Digby, "	Chimney Corner,	Inverness, "
Centre Acadie,	Kent, N B	China Point,	Queens East, P E I
Centredale,	Pictou, N S	†Chipman,	Sunbury & Queens, N B
Centreton,	Kings, N B	Chipman's Brook,	Kings, N S
Centre Village,	Westmoreland, N B	Chipman's Corners,	Kings, "
†Centreville,	Carleton, "	†Christmas Island,	Cape Breton, N S
Centreville,	Kings, N S	Church Hill,	Albert, N B
Centreville,	Digby, "	Church Over,	Shelburne & Queens, NS
Centreville East,	Inverness,"	Church Point,	Northumberland, N B
Chambers Settlement,	Kinga, N B	Church Point,	Digby, N S
Chambord,	Victoria, "	Church Street,	Kings, "
Chance Harbor,	St. John, "	Church Street Lower,	Kings, "
Chance Harbor,	Pictou, N S	Churchville,	Pictou, "
Chapman,	Westmoreland, N B	Chute's Cove,	Annapolis,"
Chapman Settlement,	Cumberland, N S	Clair,	Victoria, N B

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Clairmont Road,	Kings, N S	Coldstream,	Carleton, N B
Clam Harbour,	Halifax, "	Coldstream,	Colchester, N S
Claremont,	Cumberland, "	Coldstream, East,	Carleton, N B
†Clarence,	Annapolis, "	Cole Harbor,	Guysborough, N S
Clarence Central,	Annapolis, "	Coleman,	Prince West, P E I
Clarence Upper,	Annapolis, "	Cole's Island,	Sunbury & Queens, N B
Clarendon,	Charlotte, N B	College Bridge,	Westmorland, N B
Clarendon Station,	Sunbury & Queens, NB	College Grant,	Antigonishe, N S
†Clarke's Harbour,	Shelburne & Queens, NS	Collegeville,	Antigonishe, "
Clarke's Mills,	Prince East, P E I	Collin's	Kings, N B
Clarke's Corners,	Sunbury & Queens, N B	Collingwood Corner,	Cumberland, N S
Clarke's Road,	Cape Breton, N S	Comeau's Hill,	Yarmouth, N S
Clarktown,	Queens East, P E I	Comeauville,	Digby, N S
Clear Springs,	Kings, "	Commeau,	Gloucester, N B
Clear View,	Carleton, N B	Commercial Cross,	Kings, P E I
†Clementsport,	Annapolis, N S	Concession,	Digby, N S
Clement Upper,	Annapolis, "	Concord,	Pictou, "
Clementsvale,	Annapolis, "	Condon Settlement,	Kings, "
Clermont,	Prince East, P E I	Connell,	Carleton, N B
†Cleveland,	Richmond, N S	Connor,	Victoria, "
Clevelands,	Kings, N B	Conn's Mills,	Cumberland, N S
Clifton,	Gloucester, N B	Conquerall Bank,	Lunenburg, "
†Clifton,	Kings, N B	Conquerall Mills,	Lunenburg, "
Clifton,	Colchester, N S	Conway Station,	Prince West, P E I
Clinch's Mills,	St. John, N B	Cook's Brook,	Halifax, N S
Clinton,	Queens West, P E I	Cook's Cove,	Guysborough, N S
Clones,	Sunbury & Queens, NB	Cookville,	Westmoreland, N B
Clones, South,	Sunbury & Queens, "	Copper Lake,	Antigonishe, N S
Cloverdale,	Carleton, N B	Corberrie,	Digby, N S
Cloverdale,	Colchester, N S	Cork Station,	York, N B
Clover Hill,	Kings, N B	Cormier's Cove,	Westmoreland, N B
Cloverville,	Antigonishe, N S	Cormier Village,	Westmoreland, "
†Clyde River,	Shelburne & Queens, NS	Cormierville,	Kent, N B
Clyde River,	Queens West, P E I	Corn Hill,	Kings, "
Clyde River Upper,	Shelburne & Queens, NS	Corn Hill, East,	Kings, "
Clyde Station,	Queens West, P E I	Cornwall,	Queens West, P E I
Coal Branch Station,	Kent, N B	Cornwall New,	Lunenburg, N S
Coal Creek,	Sunbury & Queens, NB	Cornwall New, Upper,	Lunenburg, "
Coal Creek Upper,	Sunbury & Queens, "	Corraville,	Kings, P E I
Coal Mines,	Sunbury & Queens, "	Costigan,	Victoria, N B
Coates' Mills,	Kent, N B	Coughlan,	Northumberland, N B
†Cocagne,	Kent, "	Country Harbor Middle,	Guysborough, N S
Cocagne Cape,	Kent, "	Country Harbor Mines,	Guysborough, "
Cocagne River,	Kent, "	Covehead Road,	Queens East, P E I
Cocagne River, South,	Kent, "	Coverdale,	Albert, N B
Cochran's Lake,	Cape Breton, N S	Coverdale Upper	Albert, "
Coddle's Harbor,	Guysborough, "	Coverdale Little River,	Albert, "
Cody's,	Sunbury & Queens, NB	Coverdale Lower,	Albert, "
Coffinscroft,	Shelburne & Queens, NS	Coverdale Middle,	Albert, "
Cogmagun River,	Hants, N S	Coxheath,	Cape Breton, N S
Coldbrook,	St John, N B	Cox's Point,	Sunbury & Queens, N B
Coldbrook Station,	Kings, N S	Cow Bay, South Head,	Cape Breton, N S

Post Offices.	Electoral District.
Craigmore,	Inverness, N S
Cranton Section,	Inverness, "
Crapaud,	Prince East, P E I
Creignish Rear,	Inverness, N S
Croft,	Antigonishe, N S
Cross Creek,	York, N B
†Cross Rds, C'try Hbr,	Guysborough, N S
Cross Rds Mid. Melford,	Guysborough, "
Cross Roads, Ohio,	Antigonishe, "
Cross Rds, St. Geo. Ch'l,	Richmond, N S
Crouse Town,	Lunenburg, "
Crowell,	Shelburne & Queens, NS
Crowe's Mills,	Colchester, N S
Crow Harbor,	Guysborough, N S
Culloden,	Digby, N S
Cumberland Bay,	Sunbury & Queens, NB
Cumberland New,	Lunenburg, N S
Cumberland Point,	Sunbury & Queens, NB
Cummings' Cove,	Charlotte, N B
Cummings' Mountain,	Pictou, N S
Curryville,	Albert, N B
Cymbria,	Queens East, P E I
Daigle,	Victoria, N B
†Dalhousie,	Restigouche, N B
Dalhousie, East,	Kings, N S
Dalhousie Junction,	Restigouche, N B
Dalhousie Road,	Lunenburg, N S
Dalhousie Settlement,	Pictou, N S
Dalhousie, West,	Annapolis, N S
Daniel,	Sunbury & Queens, NB
Darlington,	Queens West, P E I
Darnley,	Prince East, P E I
†Dartmouth,	Halifax, N S
Dartville,	Colchester, N S
Davison Street,	Kings, N S
Dawson Settlement,	Albert, N B
Dawsonville,	Restigouche, N B
Day's Corner,	Kings, N B
Dayspring,	Lunenburg, N S
Dean,	Halifax, N S
†Debec,	Carleton, N B
Debert Station,	Colchester, N S
DeBlois Station,	Prince West, P E I
Deep Brook,	Annapolis, N S
Deep Cove,	Cape Breton, N S
Deerfield,	Yarmouth, N S
DeGros Marsh,	Kings, P E I
Delap's Cove,	Annapolis, N S
Delhaven,	Kings, N S
Dempsey's Corner,	Kings, "
Denmark New,	Victoria, N B
Denmark Road,	Colchester, N S
Dennistown.	Inverness, "
Densmore's Mills,	Hants, N S
Derby,	Northumberland, N B
Derby Lower,	Northumberland, "
DeSable,	Prince East, P E I
†Descouse,	Richmond, N S
Devon	Halifax, N S
Devon, West,	Prince West, P E I
DeWolfe,	Charlotte, N B
Diamond,	Pictou, N S
†Digby,	Digby, N S
Diligent River,	Cumberland, N S
Dingwall,	Victoria, N S
Dingwell's Mills,	Kings, P E I
Dipper Harbor,	St John, N B
Dipper Harbor, West,	St John, "
Doaktown,	Northumberland, N B
Dobson's Corner,	Westmorland, N B
Doctor's Brook,	Antigonishe, N S
†Doctor's Cove,	Shelburne & Queens, NS
Doherty,	Sunbury & Queens, N B
Doherty Creek,	Cumberland, N S
Donegal,	Kings, N B
†Dorchester,	Westmorland, N B
Dorchester Crossing,	Westmorland, "
Dorn Ridge,	York, N B
Douglas,	York N B
Douglasfield,	Northumberland, N B
Douglas Harbour,	Sunbery & Queens, "
Douglastown,	Northumberland, "
Dover,	Westmoreland, "
Dover East,	Halifax, N S
Dover Little,	Guysborough, N S
Dover Hill,	Victoria, N B
Dover Upper,	Westmore'and, N B
Dover West,	Halifax, N S
Downeyville,	Kings, N B
Doyle's Brook,	Northumberland, N B
Doyle Settlement,	Restigouche, "
Dromore,	Queens East, P E I
Dromore West,	Queens East, "
Drummond,	Victoria, N B
Dublin Shore,	Lunenburg, N S
Dublin West	Lunenburg, "
Duck Creek,	Sunbury & Queens, N B
Dufferin Mines,	Halifax, N S
Dumbarton Station,	Charlotte, N B
Dumfries,	York, "
Dumfries Lower,	Lunenburg, N S
Duncan,	Lunenburg, "
Dundas,	Kings, P E I

Post Offices.	Electoral District.
Dundee,	Restigouche, N B
Dundee,	Richmond, N S
Dunedin,	Queens West, P E I
Dungivan,	Westmoreland, N B
Dunlop,	Gloucester, "
Dunmaglass,	Antigonishe, N S
Dunmore,	Antigonishe, "
Dunphy,	Northumberland, N B
Dunvegan,	Inverness, N S
Dupery's Corner,	Westmoreland, N B
Durell,	Kings, P E I
Durham,	Pictou, N S
Durham Bridge,	York, N B
†Durhamville,	Restigouche, N B
Durland,	Lunenburg, N S
Dutch Brook,	Cape Breton, "
Dutch Settlement,	Halifax, "
Dutch Village,	Halifax, N S
Dyke Village Upper,	Kings, N S
Eagle Head,	Shelburne & Queens, NS
Earltown North,	Colchester, N S
Earltown,	Colchester, "
Earltown East,	Colchester, "
Earltown, West,	Colchester, "
East Baltic,	Kings, P E I
East Bay,	Cape Breton, N S
East Bay North Side,	Cape Breton, "
Eastdale,	Kings, "
Eastern Harbor,	Inverness, "
East Ferry,	Digby, "
East Mines Station,	Colchester "
East Mountain,	Colchester, "
East Point,	Kings, P E I
East River,	Lunenburg, N S
Eastville,	Colchester, "
Eatonville,	Cumberland, "
Ebbsfleet,	Prince West, P E I
Ebenezer,	Queens East, "
†Economy,	Colchester, N S
Economy Lower,	Colchester, "
Economy Point,	Colchester, "
Economy Upper,	Colchester, "
Ecum Secum,	Guysborough, N S
Ecum Secum Bridge,	Halifax, N S
Edgett's Landing,	Albert, N B
†Edmunston,	Victoria, "
Edwardsville,	Cape Breton, N S
Eel Brook,	Yarmouth, "
Eel Cove,	Victoria, "
Eel Creek,	Cumberland, "
†Eel River Crossing,	Restigetche, N B

Post Offices.	Electoral District.
Eel River Lake,	York, N B
Egmont Bay,	Prince East, P E I
Eight Island Lake,	Guysborough, N S
Elgin,	Pictou, "
†Elgin,	Albert, N B
Elgin Little River,	Albert, "
Ellenstown,	Northumberland, N B
Ellershouse,	Hants, N S
Elliot's Mills,	Queens West, P E I
Elliotvale,	Kings, P E I
Elmcroft,	Charlotte, N B
Elmfield,	Pictou, N S
Elmhurst,	Kings, N B
Elmira	Kings, P E I
Elmsdale,	Hants, N S
Elmsdale,	Prince West, P E I
Elmsvale,	Halifax, N S
Elmsville,	Charlotte, N B
Elmwood,	Kings, N B
Elmwood,	Queens West, P E I
Emerald,	Inverness, N S
Emerald,	Prince East, P E I
Emigrant Road,	Westmoreland, N B
Emyvale,	Prince East, P E I
Enfield,	Hants, N S
English Corner,	Halifax, N S
†Englishtown,	Victoria, N S
Enmore,	Prince West, P E I
Ennishore,	Victoria, N B
Enniskillan Station,	Sunbury & Queens, N B
Enon,	Cape Breton, N S
Erb,	Kings, N B
Erinville,	Guysborough, N S
Escuminac,	Northumberland, N B
Esdrailton,	Carleton, N B
Eskasoni,	Cape Breton, N S
Esk Boom North,	Northumberland, N B
Essex,	Inverness, N S
Estmere,	Victoria, N S
Etna,	Kings, N S
†Eureka,	Pictou, "
Evandale,	Kings, N B
Everett,	Victoria, N B
Exmour,	Northumberland, N B
Factory Dale,	Kings, N S
Fairfield,	Kings, P E I
Fairfield,	St John, N B
Fairhaven,	Charlotte, N B
Fairley,	Northumberland, N B
Fairmont,	Antigonishe, N S
Fairview,	Westmoreland, N B

Post Offices.	Electoral District.
Fairview,	Queens West, P E I
Fairview Station,	Halifax, N S
†Fairville,	St John, N B
Falkland,	Halifax, N S
Falkland Ridge,	Annapolis, N S
Falmouth,	Hants, N S
Falmouth Station,	Hants, "
Farmerston,	Carleton, N B
Farmingdale,	Kings, N B
Farmington,	Kings, P E I
Farmington,	Cumberland, N S
Farmington South,	Annapolis, N S
Fauxbourg,	Lunenburg, "
Fawcett Hill,	Westmorland, N B
Feltz South,	Lunenburg, N S
Fenwick,	Kings, N B
Fenwick,	Cumberland, N S
Ferguson's Lake,	Richmond, N S
Ferguson's Point,	Gloucester, N B
Ferndale,	Albert, N B
†Ferry Landing,	Victoria, N S
Ferris,	Sunbury & Queens, NB
Ferryville,	Carleton, N B
Fifteen Mile Stream,	Halifax, N S
Fifteen Point,	Prince East, P E I
Finlayson,	Victoria, N S
First South,	Lunenburg, N S
Fisherman's Harbor,	Guysborough, N S
Fitzgerald Station,	Prince West, P E I
Fitzpatrick,	Northumberland, N B
Five Islands Lower,	Colchester, N S
†Five Islands,	Colchester, "
Five Mile River,	Hants, "
Flatlands,	Restigouche, N B
Flat River,	Queens East, P E I
Fletcher's Station,	Halifax, N S
Flint Hill,	Albert, N B
†Florenceville,	Carleton, N B
Florenceville East,	Carleton "
Flowers' Cove,	Sunbury & Queens, NB
Flume Ridge,	Charlotte, N B
Foley Brook,	Victoria, "
Folkins,	Kings, "
Folley Lake,	Colchester, N S
Folley Mountain,	Colchester, "
Folley Mountain East,	Colchester, "
†Folley Village,	Colchester, "
Forbes,	Colchester, "
Forbes Point,	Shelburne & Queens, N S
Ford's Mills,	Kent, N B
Forest Glade,	Annapolis, N S
Forest Glen,	Inverness, "
Forest Hill,	Kings, P E I
Forest Hill,	Albert, N B
Foreston,	Carleton, "
Forks,	Sunbury & Queens, N B
Fort Augustus,	Queens East, P E I
Forties Settlement,	Lunenburg, N S
Fort Lawrance,	Cumberland, "
Fort Louisburg,	Cape Breton, "
Fortune Bridge,	Kings, P E I
Fortune Cove,	Prince West, P E I
Fosters,	Lunenburg, N S
Foster's Croft,	Kings, N B
Foster Settlement Lwr,	Lunenburg, N S
Fosterville,	York, N B
Found's Mills,	Queens West, P E I
Fourche,	Richmond, N S
Four Falls,	Victoria, N B
Four Mile Brook,	Pictou, N S
Four Roads,	Gloucester, N B
Fox Creek,	Westmoreland, N B
Fox Harbor,	Cumberland, N S
Fox Island Main,	Guysborough, "
Fox River,	Cumberland, "
Framboise,	Richmond, "
Framboise Intervale,	Richmond, "
Framboise North,	Richmond, "
Frankville,	Antigonishe "
Fraser's Grant,	Antigonishe, "
Fraser's Mills,	Antigonishe, "
†Fredericton,	York, N B
Fredericton Junction,	Sunbury & Queens, N B
Fredericton Road,	Westmoreland, "
Fredericton Station,	Prince East, P E I
Freeland,	Prince West, "
†Freeport,	Digby, N S
Freetown,	Prince East, P E I
Freetown Lower,	Prince East, "
French Lake,	Sunbury & Queens, N B
French River,	Pictou, N S
French River,	Queens West, P E I
French Road,	Cape Breton, N S
Frenchvale,	Cape Breton, "
French Village,	Queens East, P E I
French Village,	Kings, N B
French Village,	Halifax, N S
French Village Lower,	York, N B
Friars Head,	Inverness, N S
Friars Head Chapel,	Inverness "
Frizzleton,	Inverness "
Front Stream,	Gloucester, N B
Fulton's Brook,	Sunbury & Queens, N B

Post Offices.	Electoral District.
Gabarouse,	Cape Breton, N S
Gabarouse Barachois,	Cape Breton, "
Gabarouse Lake,	Cape Breton, "
Gagetown Upper,	Sunbury & Queens, N B
Gagetown,	Sunbury & Queens, "
Gagetown Lower,	Sunbury & Queens, "
Gallas Point,	Queens, East, P E I
Garden of Eden,	Pictou, N S
Gardiner Mines,	Cape Breton, "
Gardiner's Creek,	St. John, N B
Garfield,	Queens East, P E I
Garland,	Kings, N S
Garnet,	St. John, N B
Gaspereaux,	Queens East, P E I
Gaspereaux,	Sunbury & Queens, N B
Gaspereaux,	Kings, N S
Gaspereaux Station,	Sunbury & Queens, N B
Gaspereaux Upper,	Sunbury & Queens, "
Gavelton,	Yarmouth, N S
Gay's River,	Colchester, "
Gay's River Road,	Halifax, "
Gaythorne,	Northumberland, N B
Geary,	Sunbury & Queens, "
George's River,	Cape Breton, N S
George's River Station,	Cape Breton, "
Georgetown,	Kings, P E I
Georgeville,	Antigonish, N S
Germantown,	Albert, N B
Gesner's Creek,	Annapolis, N S
Getson's Point,	Lunenburg, "
Giant's Lake,	Guysborough, "
Gibbon,	Kings, N B
Gibson,	York, "
Gilbert Cove,	Digby, N S
Gilbert Mountain,	Cumberland, "
Gilks,	Northumberland, N B
Gillander's Mountain,	Victoria, N S
Gillespie	Victoria, N B
Gillies Lake,	Cape Breton, N S
Gillies Point,	Victoria, "
Gillies Point East,	Victoria, "
Glace Bay Little,	Cape Breton, "
Gladstone,	Victoria, N B
Gladwyn,	Victoria, "
Glasgow,	Cape Breton, N S
Glassburn,	Antigonishe, "
Glassville,	Carleton, N B
Glassville West,	Carleton, "
Glebe Road,	Antigonishe, N S
Glen Alpine,	Antigonishe, "
Glen Anglin,	Gloucester, N B
Glen Bard,	Antigonishe, N S

Post Offices	Electoral District.
Gleabervie,	Colchester, N S
Glen Campbell,	Inverness, "
Glencoe,	Inverness, "
Glencoe,	Restigouche, N B
Glencoe Upper,	Inverness, N S
Glencorradale,	Kings, P E I
Glencove,	Guysborough, N S
Glendale,	Inverness, "
Glendyer,	Inverness, "
Glenelg,	Guysborough, "
Glenfanning,	Kings, P E I
Glenfinnan,	Queens East, P E I
Glengarry,	Inverness, N S
Glengarry,	Prince West, P E I
Glengarry Station,	Pictou, N S
Glengarry Valley,	Cape Breton, "
Glenlivet,	Restigouche, N B
Glen Margaret,	Halifax, N S
Glen Martin,	Queens East, P E I
Glenmore,	Colchester, N S
Glen Porter,	Northumberland, N B
Glen Road,	Antigonishe, N S
Glen Road Upper,	Antigonishe, "
Glenshee,	Pictou, "
Glen Uig, (Pleasant Vy)	Antigonishe, "
Glenvale,	Westmoreland, N B
Glenville,	Inverness, N S
Glen William,	Queens East, P E I
Glenwood,	Yarmouth, N S
Goff's,	Halifax, "
Golden Grove,	Kings, N B
Golden Grove Mills,	St. John, "
Golden Ridge,	Carleton, "
Goldenville,	Guysborough, N S
Gold River,	Lunenburg, "
Gondola Point,	Kings, N B
Good Corner,	Carleton, N B
Gooseberry Cove,	St John, "
Goose Creek,	St John, "
Goose River,	Kings, P E I
Gordonsville,	Carleton, N B
Gordonsville South,	Carleton, "
Gore,	Hants, N S
Goshen,	Albert, N B
Goshen,	Guysborough, N S
Goshen Upper,	Albert, N B
Gouldville,	Westmorland, N B
Gowan Brae,	Kings, P E I
Gowland Mountain,	Albert, N B
Grafton,	Carleton "
Grafton,	Kings, N S
Grafton New,	Shelburn & Queens, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Graham's Road,	Queens West, P E I	Green's Creek,	Colchester, N S
Graham's Siding,	Colchester, N S	Greenvale,	Kings, P E I
Grainfield,	Northumberland, N B	Greenvale,	Pictou, N S
Grand Anse,	Richmond, N S	Greenville Lower,	Cumberland N S
Grande Ance,	Gloucester, N B	Greenville Station,	Cumberland, "
Grand Bay,	Kings, "	Greenville North,	Cumberland, "
Grand Desert,	Halifax, N S	Greenwich,	Kings, P E I
†Grand Etang,	Inverness, "	Greenwich Upper,	Kings' N B
†Grand Falls,	Victoria, N B	Greenwich Hill,	Kings "
Grand Falls Portage,	Victoria, "	Greenwood,	Kings, N S
Grand Harbor,	Charlotte, "	Greer,	St John, N B
Grandigue,	Kent, "	Grey's Mills,	Kings, N B
Grand Lake,	Cape Breton, N S	Greywood,	Annapolis, N S
Grand Lake Station,	Halifax, "	Grosses Coques,	Digby, N S
†Grand Manan,	Charlotte, N B	Grosvener,	Guysborough, N S
Grand Mira North,	Cape Breton, N S	Groves Point,	Cape Breton, "
Grand Mira South,	Cape Breton, "	Gueguen,	Kent, N B
Grand Narrows Rear,	Victoria, "	Gulf Shore,	Cumberland, N S
Grand Narrows,	Cape Breton, "	Gulf Cove,	Cape Breton, "
†Grand Pre,	Kings, N S	Gunning Cove,	Shelburne & Queens, N S
Grand River,	Victoria, N B	†Guysborough,	Guysborough, N S
Grand River,	Richmond, N S	Guysborough Intervale,	Guysborough, "
Grand River Falls,	Richmond, "		
Grand Tracadie,	Queens East, P E I	†Hackett's Cove,	Halifax, N S
Grandview,	Queens East, P E I	Hainsville Middle,	York, N B
Granite Village,	Shelburne & Queens, N S	Halcomb,	Northumberland, N B
Grant,	Westmorland, N B	Half Island Cove,	Guysborough, N S
Granton,	Pictou, N S	Halfway Brook,	Colchester, N S
Granville,	Queens East, P E I	Halfway Cove,	Guysborough, N S
†Granville Centre,	Annapolis, N S	Half River Station,	Cumberland, "
Granville South,	Queens West, P E I	†Halifax,	Halifax, N S
†Granville Ferry,	Annapolis, N S	Hall's Harbor,	Kings, N S
Granville Lower,	Annapolis, "	Hall's Harbor Road E't,	Kings, "
Granville Upper,	Annapolis, "	Hamilton,	Prince East, P E I
Gratton,	Northumberland, N B	Hamilton Mountain,	Sunbury & Queens, N B
Great Shemogue,	Westmoreland, "	Hammondvale,	Kings, N B
†Great Village,	Colchester, N S	Hampstead Upper,	Sunbury, N B
Green Bush,	York, N B	†Hampstead,	Sunbury & Queens, N B
Greenfield,	Antigonishe, N S	Hampstead Central,	Sunbury & Queens, "
Greenfield,	Carleton, N B	†Hampton,	Kings, N B
Greenfield,	Shelburne & Queens, N S	Hampton,	Prince East, P E I
Greenfield,	Colchester, N S	Hamtown,	York, N B
Greenfield St Marys,	Guysborough, N S	Hanford Brook,	St John N B
Green Harbor,	Shelburne & Queens, N S	Hansford,	Cumberland, N S
Green Hill,	Pictou, N S	Hansford West,	Cumberland, "
Green Hill,	Cumberland, N S	†Hantsport,	Hants, N S
Green Hill,	York, N B	Hanwell,	York, N B
Greenmount,	Prince West, P E I	†Harbor au Bouche,	Antigonishe, N S
Green Point,	Gloucester, N B	Harbor Road,	Antigonishe, "
Green River,	Victoria, N B	Harborville,	Kings, N S
Green Road,	Carleton, "	†Harcourt,	Kent, N B
Green's Brook,	Pictou, N S	Hardingville,	St John, N B

Post Offices.	Electoral District.
Hardwicke,	Northumberland, N B
Hardwood Lands,	Hants, N S
Hardy,	Westmoreland, N B
Harewood,	Westmoreland, "
Harley Road,	Sunbury & Queens, NB
Harmony,	Kings, N S
Harmony New,	Kings, P E I
Harmony Mills,	Shelburne & Queen, NS
Harrigan Cove,	Halifax, N S
Harrington,	Queens East, P E I
Harris New,	Victoria, N S
Harrison Road,	Cumberland, N S
Harrison Settlement,	Cumberland, "
Harrisville,	Westmoreland, N B
Hartfield,	York, N B
Hartford,	Cumberland, N S
Hartford,	Carleton, N B
†Hartland,	Carleton, "
Hartsville	Prince East, P E I
‡Harvey,	Albert, N B
Harvey Bank,	Albert, "
Harvey Station,	York, "
Hasset,	Digby, N S
Hastings,	Cumberland, N S
Hastings,	Albert, N B
Hatfield Point,	Kings, "
Havelock,	Digby, N S
Hawksbury Rear,	Inverness, N S
Hawkshaw,	York, N B
Hay Cove,	Richmond, N S
Hayesville,	York, N B
Hayesville Central,	York, "
Hayneville Upper,	York, "
Hays River,	Inverness, N S
Hazel Grove,	Queens West, P E I
Hazel Hill,	Guysborough, N S
Head of Tide,	Restigouche, N B
Heathbell,	Pictou, N S
Heatherdale,	Kings, P E I
Heatherton,	Antigonishe, N S
Hebron,	Albert, N B
‡Hebron,	Yarmouth, N S
Hectanooga,	Digby, N S
Hedgeville,	Pictou, N S
Hemford,	Lunnenburg, N S
Henderson Settlement,	Sunbury & Queens, NB
Henderson Settlement,	Cumberland, N S
Hennigar,	Hants, N S
Hermanville,	Kings, P E I
Heron Island,	Restigouche, N B
Herring Cove,	Halifax, N S
Hexham,	Northumberland, N B

Post Offices.	Electoral District.
Hibernia,	Sunbury & Queens, N B
Hicksville,	Westmoreland, N B
Higgin's Road,	Prince West, P E I
High Bank,	Queens East, "
Highbury's	Kings, N S
Highfield,	Hants, "
Highfield,	Kings, N B
Highland,	Guysborough, N S
Highland Village,	Colchester, N S
Highlands,	Carleton, N B
Hildegard,	Westmoreland, N B
Hilden,	Colchester, N S
Hillandale,	Victoria, N B
Hillaton,	Kings, N S
Hill Grove,	Digby, "
Hillsborough,	Inverness, N S
‡Hillsborough,	Albert, N B
Hillsborough, Head of,	Kings, P E I
Hillsburn,	Annapolis, N S
Hillsdale,	Inverness, "
Hillsdale,	Kings, N B
Hillsdale Lower,	Inverness, N S
Hillside,	Albert, N B
Hillside,	Cape Breton, N S
Hiram,	Albert, N B
Hodson,	Pictou, N S
Holderville,	Kings, N B
Holmesville,	Carleton, N B
Homeville,	Cape Breton, N S
Hopefield,	Queens East, P E I
Hope River,	Queens West, "
Hopewell,	Albert, N B
†Hopewell,	Pictou, N S
‡Hopewell Cape,	Albert, N B
Hopewell Hill,	Albert, "
Hopper,	Albert, "
Horn's Road,	Cape Breton, N S
Horton New,	Albert, N B
Horton New Upper,	Albert, "
Horton Landing,	Kings, N S
†Hoyt Station,	Sunbury & Queen , N B
‡Hubbard's Cove,	Halifax, N S
Huestis Landing,	Sunbury & Queens, N B
Hunter's Home,	Sunbury & Queens, N B
Hunter's Mountain,	Victoria, N S,
Hunter's River,	Queens West, P E I
Huntington,	Cape Breton, N S
Hunt's Point,	Shelburne & Queens, NS
Hutchinson Settlement,	Halifax, N S
Ida,	Sunbury & Queens, N B
Imlah,	Kings, N B

Post Offices.	Electoral District.
Inchby,	Sunbury & Queens, N B
Indian Brook,	Victoria, N S
Indian Harbor,	Halifax, "
Indian Hbr Lake Head,	Guysborough, N S
Indian Island,	Charlotte, N B
Indian Mountain,	Westmoreland, N B
Indian Point,	Lunenburg, N S
Indian River,	Prince East, P E I
Indian Road,	Hants, N S
†Indiant'n, St Jhn Cty,	St John, N B
Inglisville.	Annapolis, N S
Inglisville West,	Annapolis, "
Ingonish,	Victoria, N S
Ingonish South,	Victoria, "
Ingonish Ferry,	Victoria, "
Ingram River,	Halifax, N S
Inkerman,	Gloucester, N B
Intervale,	Westmorland, N B
Intervale North,	Guysborough, N S
Inverness,	Prince East, P E I
†Iona,	Victoria, N S
Ireland,	Antigonishe. N S
Ireland Road New,	Albert, N B
Ireton,	Yarmouth, N S
Iris,	Queens East, P E I
Irish Cove,	Cape Breton, N S
Irishtown,	Westmoreland, N B
Iron Mines,	Inverness, N S
Iron Ore,	Pictou, N S
Iron Rock,	Pictou,
Irving Settlement,	Albert, N B
†Isaac's Harbor,	Guysborough, N S
Isaac's Harbor (east),	Guysborough, "
Island River,	Gloucester, N B
Italy Cross,	Lunenburg, N S
Ivera,	Victoria, N S
Jackson,	Cumberland, N S
Jacksontown,	Carleton, N B
†Jacksonville,	Carleton, "
Jacksonville,	Cape Breton, N S
Jacquet River,	Restigouche, N B
James River,	Antigonishe, N S
James River Station,	Antigonishe, "
Jamesville,	Victoria, N S
Janeville,	Gloucester, N B
Jauvrin's Harbor,	Richmond, N S
Jeddore East,	Halifax, N S
Jeddore Oyster Ponds,	Halifax, "
Jeddore West,	Halifax, "
Jeddore West Lower,	Halifax, "
Jeffry,	Kings, N B
Jemseg,	Sunbury & Queens, N B
Jemseg, Mouth of,	Sunbury & Queens,
Jenkins,	Sunbury & Queens,
Jewett's Mills,	York, N B
Joggin Bridge,	Digby, N S
†Joggin Mines,	Cumberland, N S
Johnson's Croft,	Kings, N B
Johnson's Mills,	Westmoreland, N B
Johnston,	Sunbury & Queens, N B
Johnston River,	Queens East, P E I
Johnstown,	Richmond, N S
Johnville,	Carleton, N B
Jolicure,	Westmoreland, N B
Jones' Corner,	Kings, N B
Jordan Bay,	Shelburne & Queens, N S
Jordan Bay, east side,	Shelburne & Queens "
Jordan Bay Lower,	Shelburne & Queens "
Jordan Branch,	Shelburne & Queens "
Jordan Ferry,	Shelburne & Queens "
Jordan River, Head of,	Shelburne & Queens "
Jordan Mountain,	Kings, N B
Judique Little River,	Inverness, N S
Judique,	Inverness, "
Judique Little Rear,	Inverness, "
Juniper Mount,	Cape Breton, N S
Juvenile Settlement,	Sunbury & Queens, N B
Kars,	Kings, N B
Karsdale,	Annapolis, N S
Kay Settlement,	Westmorland, N B
Keats,	Westmorland, "
Kedron,	Kings, N B
Keirsteadville,	Kings, "
Keith,	Kings, "
Kelly's Cross,	Prince East, P E I
Kelly's Cove,	Yarmouth, N S
Kempt,	Shelburne & Queens, N S
Kempt Head,	Victoria, N S
Kempt Head Upper,	Victoria, "
Kempt Road,	Richmond, N S
Kempt Shore,	Hants, N S
Kemptown,	Colchester, N S
Kemptown Upper,	Colchester, "
Kemptville,	Yarmouth, N S
†Kennetcook,	Hants, N S
Kennetcook Corner,	Hants, "
Kennetcook Upper,	Hants, "
Kennington Cove,	Cape Breton, N S
†Kensington,	Prince East, P E I
Kent,	Halifax, N S
Kent Upper,	Carleton, N B
Kent Junction,	Kent, N B

Post Offices.	Electoral District.
†Kentville,	Kings, N S
Keohan,	Kings, N B
Kerrowgare,	Pictou, N S
Kerry,	Albert, N B
Keswick Mouth of,	York, N B
Keswick Ridge,	York, "
Keswick Ridge Central,	York, "
Keswick Ridge Upper,	York, "
Keswick Upper,	York, "
Ketch Harbor,	Halifax, N S
Kewstoke,	Inverness, N S
Kilburn,	Victoria, N B
Kildare,	Prince West, P E I
Kildare Capes,	Prince West, "
Kildare Station,	Prince West, "
Kilfoil,	Carleton, N B
Kilkenny Lake,	Cape Breton, N S
Killam's Mills	Westmoreland, N B
Kincardine,	Victoria, N B
Kingsborough,	Kings, P E I
Kingsburg Upper,	Lunnenburg, N S
Kingarth,	York, N B
Kingross,	Inverness, N S
Kingsbury,	Lunnenburg, N S
†Kingsclear,	York, N B
Kingclear Central,	York, "
Kingsley,	York, "
†Kingsport,	Kings, N S
†Kingston,	Kent, N B
†Kingston,	Kings, "
Kingston North,	Kings, N S
†Kingston Station,	Kings, "
Kingston Village,	Kings, "
Kingsville,	Inverness, N S
Kinkora,	Prince East, P E I
Kinross,	Queens East, "
Kinsman's Corner,	Kings, N S
†Kintore,	Victoria, N B
Kintore Upper,	Victoria, "
Kirkhill,	Cumberland, N S
Kirkland,	Carleton, N B
Kirkmount,	Pictou, N S
Kirkwood,	Inverness, N S
Knowlesville,	Carleton, N B
Knowlesville South,	Carleton, "
Knoxford,	Carleton, "
Knoxford Upper,	Carleton, "
Knoydart,	Pictou, N S
Kolbeck,	Cumberland, N S
†Kouchibouguac,	Kent, N B
Kouchibouguac Beach,	Kent, "

Post Offices.	Electoral District.
Laconia,	Lunnenburg, N S
Lahave Ferry West,	Lunnenburg, "
Lahave Island,	Lunnenburg, "
Lahave Lower,	Lunnenburg, "
Lahave Upper,	Lunnenburg, "
Lahave Cross Roads,	Lunnenburg, "
Lake Ainslie Chapel,	Inverness, N S
Lake Ainslie (W'st Side)	Inverness, "
Lake Ainslie (East Side)	Inverness, "
Lake Ainslie (Sth Side)	Inverness, "
Lake Ainslie (W'st Side)	Inverness, "
Lake Annis,	Yarmouth, "
Lake Baker,	Victoria, N B
Lakeburn,	Westmorland, N B
Lakedale,	Guysborough, N S
Lake Egmont,	Halifax, N S
Lake George,	York, N B
Lake George,	Kings, N S
Lake George,	Yarmouth, N S
Lakelands,	Cumberland, N S
Lake Law,	Inverness, N S
Lake Munroe,	Annapolis, "
Lake Paul,	Kings, N S
Lake Ramsay,	Lunnenburg, N S
Lake Road,	Albert, N B
Lake Side,	Yarmouth, N S
Lake Stream,	Kent, N B
Laketon,	Kent, "
Lake Uist,	Richmond, N S
Lakevale,	Antigonishe, N S
Lakevale West,	Antigonishe, "
Lake Verd,	Queens East, P E I
Lakeview,	Sunbury & Queens, N B
Lakeview,	Kings, N S
Lakeville,	Carleton, N B
Lakeville,	Kings, N S
Lakeville,	Kings, P E I
Lakeville Corner,	Sunbury & Queens, N B
Lameque,	Gloucester, N B
Landor,	Colchester, N S
Landry,	Gloucester, N B
Lands End,	Kings, N B
Lanesville,	Colchester, N S
Langille's,	Lunnenburg, N S
Lansdown,	Carleton, N B
Lansdowne,	Digby, N S
Lansdowne Hotel,	Prince East, P E I
Lantz,	Lunnenburg, N S
Lapland,	Lunenburg, N S
L'Archeveque,	Richmond,
L'Ardoise,	Richmond,
Larig New,	Pictou, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Larry's River,	Guysborough, N S	Lismore,	Pictou, N S
Lattie's Brook,	Hants, N S	Lisson,	Kings, N B
Lauching Place,	Kings, P E I	Little Branch,	Northumberland, N B
Lauvina,	Sunbury & Queens, NB	Little Brook,	Digby, N S
Lawrence Station,	Charlotte, N B	Little Brook Station,	Digby, "
†Lawrencetown,	Annapolis, N S	Little Cape,	Westmorland, N B
Lawrencetown,	Halifax, N S	Little Chitticamp River,	Inverness, N S
Lawrencetown West,	Halifax, "	Little Forks,	Cumberland, "
Lawson,	Sunbury & Queens, NB	Little Harbor,	Kings, P E I
Leamington,	Cumberland, N B	Little Harbor,	Pictou, N S
Ledge,	Charlotte, N B	Little Lake,	Sunbury & Queens, N B
Leger Brook,	Westmoreland, N B	Little Pond,	Cape Breton, N S
Legere,	Northumberland, N B	Little Pond,	Kings, P E I
Legere Corner,	Westmoreland, N B	Little Ridge	Albert, N B
Legerville,	Kent, N B	Little River,	Sunbury & Queens, N B
Leicester East,	Cumberland, N S	Little River,	Cumberland, N S
Leicester West,	Cumberland, "	Little River,	Digby, N S
Leitches Creek,	Cape Breton, "	Little Sands,	Queens East, P E I
L itches Creek Upper	Cape Breton, "	Littlewood,	Shelburne & Queens, N S
Lennox Ferry,	Richmond, N S	†Liverpool,	Shelburne & Queens, "
Leonardville,	Charlotte, N B	Livingstone Cove,	Antigonishe, N S
†Lepreaux,	Charlotte, "	†Lochaber,	Antigonishe, "
Lepreau Little,	Charlotte, "	Lochaber South,	Guysborough, "
Lequille,	Annapolis, N S	Lochaber West,	Antigonishe, "
Lerwick,	Victoria, N B	Lochaber Lake North,	Antigonishe, "
Letang,	Charlotte, N B	Loch Ban,	Inverness, N S
Letwood,	Restigouche, N B	Loch Broom,	Pictou, N S
Liscombe West,	Guysborough, N S	Loch Leven,	Inverness, N S
L'Etete,	Charlotte, N B	Loch Lomond,	St Jonn, N B
Lewis Bay,	Cape Breton, N S	Loch Lomond,	Richmond. N S
Lewis Head,	Shelburne & Queens, NS	Loch Lomond Upper,	St John, N B
Lewis Mills,	Hants, N S	Loch Lomond West,	Richmond, N S
Lewis Mountain,	Westmoreland, N B	Lakeside,	Richmond, N S
Lewis Mountain,	Inverness, N S	Lockport,	Shelburne & Queens, NS
Lewisville,	Westmoreland, N B	Lockhartville,	Kings, N S
Lexington,	Inverness, N S	Locke Road,	Prince East, P E I
Lily,	Cumberland, N S	Logan's Tannery,	Pictou, N S
Lily Lake,	Kings, N B	Loganville,	Pictou,
Lime Hill,	Kings, "	Loggieville,	Northumberland, N B
Lime Hill,	Inverness, N S	Londonderry,	Kings, N B
Limekiln,	York, N B	Londonderry Station,	Colchester, N S
Lime Rock,	Pictou, N S	Long Beach,	St. John, N B
Lincoln,	Sunbury & Queens, NB	Long Beach,	Digby, N S
Lincoln,	Queens West, P E I	Long's Cove,	Kings, N B
Linden,	Cumberland, N S	Long Creek,	Queens West, P E I
Lindsay,	Carleton, N B	Long Creek,	Sunbury & Queens, NB
†Lingan,	Cape Breton, N S	Long Island,	Kings, N S
Lingan Road,	Cape Breton, "	Long Island Main,	Cape Breton,
Linton's	Sunbury & Queens, NB	Long Point,	Inverness,
Linwood,	Antigonishe, N S	Long Point,	Kings, N B
Liscombe,	Guysborough, N S	Long Reach,	Kings,
Liscombe Mills,	Guysborough, "	Long River,	Queens West, P E I

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Long Settlement,	Carleton, N B	McCormick,	Inverness, N S
Lonsdale,	Kings, "	McDonald's Corner,	Sunbury & Queens, N B
Lord's Cove,	Charlotte, "	McDonald's Point,	Sunbury & Queens, "
Lorne,	Restigouche, N B	McDougall Settlement,	Westmoreland, "
Lorne,	Pictou, N S	MacDougall,	Prince West, P E I
Lornevale,	Colchester, N S	McGinlay,	Westmoreland, N B
Lorneville,	Cumberland, "	McGrath Mountain,	Pictou, N S
Lorraine Little,	Cape Breton, N S	†McGray,	Shelburne & Queens, NS
Lorway Mines,	Cape Breton, "	McIntyre's Lake,	Richmond, N S
Lot 1,	Prince West, P E I	McIntyre's Mountain,	Inverness, "
Lot 4,	Prince West, "	McKay's Point,	Victoria, "
Lot 6,	Prince West, "	McKees Mills,	Kent, N B
Lot 8,	Prince West, "	McKenzie's Corner,	Carleton, N B
Lot 10,	Prince West, "	McKinnon's Harbor,	Victoria, N S
Lot 11,	Prince West, "	McKnight,	Kings, N B
Lot 12,	Prince West, "	McLaughlin Road,	Kent, "
Lot 14,	Prince West, "	McLean,	Kent, "
Lot 16,	Prince West, "	McLeanville,	Cape Breton, N S
Lot 30,	Prince, East, "	McLellan's Brook,	Pictou, "
Lot 35,	Queens, East, "	McLellan's Mountain,	Pictou, "
Lot 40,	Kings, "	McLellan's Mount'n Sh	Pictou, "
Lot 48,	Queens, East, "	McLeod's Mills,	Kent, N B
Lot 56,	Kings, "	McNab's Cove,	Richmond, N S
Lot 67,	Prince, East, "	McNairn,	Kent, N B
†Louisburg,	Cape Breton, N S	McNamee,	Northumberland, N B
Lourdes,	Pictou, "	McNeil's Vale,	Victoria, N S
Lovat,	Pictou, "	McNutt's Island,	Shelburne & Queens, NS
Lowell,	Albert, N B	McPherson,	Antigonishe, N S
Lower Branch,	Lunenburg, N S	McPherson's Ferry,	Richmond, "
Lower Cape,	Albert, N B	McPherson's Mills,	Pictou, "
Lower Cove,	Cumberland, N S	McQuade,	Westmoreland, N B
Lower Ridge,	Kings, N B		
Lower River Hebert,	Cumberland, N S	†Mabou,	Inverness, N S
Low Moor,	Pictou, "	Mabou Coal Mines,	Inverness, "
Low Point,	Inverness, "	Mabou Little,	Inverness, "
Lozier Settlement,	Gloucester, N B	Mabou Harbor,	Inverness, "
Ludlow,	Northumberland, N B	Mabou Harbor Mouth,	Inverness, "
†Lunenburg,	Lunenburg, N S	Mabou North Cape,	Inverness, "
Lutes Mountain,	Westmoreland, N B	Mabou South West,	Inverness, "
Lydgate,	Shelburne & Queens, NS	Mabou S W Upper,	Inverness, "
Lyndale,	Kings, P E I	†Maccan,	Cumberland, N S
Lynn,	Colchester, N S	Maccan Lower,	Cumberland, "
Lynnfield,	Charlotte, N B	Mace's Bay,	Charlotte, N B
Lyttleton,	Northumberland, N B	Macinquac,	York, "
		Mackville,	Kings, "
McAdam Junction,	York, N B	Mactaquac,	York, "
McAdam's Lake,	Cape Breton, N S	Maddock,	Prince West, P E I
McAllister,	Kings, N B	Mader's Cove,	Lunenburg, N S
McArras Brook,	Antigonishe, N S	Magaguadavic,	York, N B
McAulay's	Victoria, "	Magundy,	York, "
McCallum Settlement,	Colchester, "	†Mahone Bay,	Lunenburg, N S
McCarthy,	Halifax, "	†Main a Dieu,	Cape Breton, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Main River,	Kent, N B	Marshes, (West Bay)	Inverness, N S
†Maitland,	Hants, N S	Marshfield,	Queens East, P E I
Maitland,	Annapolis, N S	Mars Hill,	Carleton, N B
Maitland Forks,	Lunenburg, "	Marshy Hope,	Pictou, N S
Maitland South,	Hants, "	Martin,	Queens West, P E I
Malaga Gold Mines,	Shelburne & Queens, NS	Martin's Point,	Lunenburg, N S
Malagash,	Cumberland, N S	Martin's River,	Lunenburg, "
Malagash Point,	Cumberland, "	Martock,	Hants, "
Malagash Upper,	Cumberland, "	Marvin,	Kings, N B
Matagawatch,	Inverness, "	Maryland New,	York, "
Malignant Cove,	Antigonishe, "	Maryvale,	Antigonishe, N S
Manchester Middle,	Guysborough, "	Marysville,	York, N B
Manganese Mines,	Colchester, "	Mascarene,	Charlotte, N B
Manners Sutton,	York, N B	Masstown,	Colchester, N S
Mannhurst,	Kings, "	Matheson,	Victoria, "
Mansfield,	Cumberland, N S	Mattatall Lake,	Colchester, "
Mansfield,	Kings, P E I	Mattie,	Guysborough, N S
Manuels,	Northumberland, N B	Maugerville,	Sunbury & Queens, NB
Maple Green,	Restigouche, "	Maugerville Upper,	Sunbury & Queens, "
Maple Grove,	Hants, N S	Mavillette,	Digby, N S
Maplehurst,	Carleton, N B	Mayfield,	Antigonishe, N S
Maple Ridge,	York, "	Meadow,	Albert, N B
Mapleton,	Albert, "	Meadows,	Charlotte, N B
Mapleton,	Cumberland, N S	Meadows Road,	Cape Breton, N S
Mapleton East,	Cumberland, "	Meadowville,	Pictou, "
Maple View,	Victoria, N B	Meagher's Grant,	Halifax, "
Maplewood,	York, "	Meagher' Grant Lower,	Halifax, "
Maquapit Lake,	Sunbury & Queens, NB	Meat Cove,	Victoria, "
Marble Mountain,	Inverness, N S	Mechanics' Settlement,	Kings, N B
Marchbank,	Kings, N B	Medford,	Kings, N S
Margaree east,	Inverness, N S	Medford North,	Kings, "
Margaree Forks,	Inverness, "	Meiklefield,	Pictou, "
†Margaree Harbor,	Inverness, "	Meiseners,	Lunenburg, N S
Margaree Island,	Inverness "	Melford,	Inverness, "
Margaree North East,	Inverness, "	Melrose,	Guysborough, "
Margaree Upper,	Inverness, "	Melrose,	Westmoreland, N B
Margaree South West,	Inverness, N S	Melvern Square,	Annapolis, N S
Margaretsville,	Annapolis, "	Memel,	Albert, N B
Margaretsville east,	Annapolis, "	†Memramcook,	Westmoreland, N B
Margate,	Prince East, P E I	†Merigomishe,	Pictou, N S
Maria de Kent,	Kent, N B	Merigomishe West	Pictou, "
Marie Bridge,	Kings, P E I	Mermaid Farm,	Queens East, P E I
Marie Joseph,	Guysborough, N S	Meteghan,	Digby, N S
Marion Bridge,	Cape Breton, N S	Meteghan River,	Digby, "
Marion Bridge Road,	Cape Breton, "	Meteghan Station,	Digby, "
†Markhamville,	Kings, "	Michaud,	Victoria, N B
Markton,	Inverness, "	Middleboro,	Cumberland, N S
Marriett's Cove,	Lunenburg, "	Middleboro' North,	Cumberland, "
Marsh,	Pictou, "	Middleboro' Upper,	Cumberland, "
Marsh Brook,	Inverness, "	Middle Beaver Bank,	Halifax, "
Marshall's Town,	Digby, "	Middle Cape,	Cape Breton, "
Marshdale,	Pictou, "	Middlefield,	Shelburne & Queens, NS

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Middle River,	Victoria, N S	Mineral,	Carleton, N B
Middle River Lr Sett't,	Victoria, "	Mineral Hill,	Albert, "
Middle River Upr "	Victoria, "	Mineral Rock,	Cape Breton, N S
Middle River W Side,	Victoria, "	Mink Cove,	Digby, "
†Middleton,	Annapolis, "	Minudie,	Cumberland, "
Middleton,	Antigonishe, N S	Mira Gut,	Cape Breton, "
Middleton,	Prince East, P E I	Miscou Centre,	Gloucester, N B
Middleton,	Westmorland, N B	Miscouche,	Prince East, P E I
Midgell,	Kings, P E I	Miscou Harbor,	Gloucester, N B
Midgell Mills,	Kings, P E I	Miscou Lighthouse,	Gloucester, "
Midgic Station,	Westmorland, N B	Mispec,	St John, "
Midland,	Kings, N B	Mitchell River,	Kings, P E I
Midville Branch,	Lunenburg, N S	Mizonette,	Gloucester, N B
Midway,	Albert, N B	Mochelle,	Annapolis, N S
Milburn,	Kings, P E I	Monaghan,	Queens East, P E I
Milford,	Annapolis, N S	†Moncton,	Westmoreland, N B
Milford,	St John, N B	Moncton Road,	Westmoreland, "
Milford Haven Bridge,	Guysborough, N S	Monk's Head	Antigonishe, N S
Milford Station,	Hants, "	Monquart,	Carleton, N B
Milkish,	Kings, N B	†Montague Bridge,	Kings, P E I
Millbank,	Northumberland, N B	Montague Cross,	Queens East, P E I
Mill Brook,	Pictou, N S	Montague Gold Mines,	Halifax, N S
Mill Brook,	Sunbury & Queens, N B	Montague Lower,	Kings, P E I
Mill Cove,	Lunenburg, N S	Monticello,	Kings, "
Mill Cove,	Sunbury & Queens, N B	Montrose,	Prince West, P E I
Mill Cove,	Queens East, P E I	Montrose	Colchester, N S
Mill Creek,	Cape Breton, N S	Monument Settlement,	Carleton, N B
Milledgeville,	St John, N B	Moore's Mills,	Charlotte, "
Miller's Brook,	Kings, "	Moose Brook,	Hants, N S
Miller's Creek,	Hants, N S	Mooseland,	Halifax, N S
†Millerton,	Northumberland, N B	Moose River,	Pictou, "
Mill River,	Prince West, P E I	Moose River,	Cumberland, N S
Mill Road,	Lunenburg, N S	Moose Riv Gold Mines,	Halifax, "
Mill Settlement,	Sunbury & Queens, N B	Moran,	Northumberland, N B
Millstream,	Kings, N B	Morar,	Antigonishe, N S
Millstream Head of	Kings, "	Morcambe,	Kings, N B
Millstream Lower,	Kings, "	Morden,	Kings, N S
Millsville,	Pictou, N S	Morehouse,	Northumberland, N B
Milltown,	Charlotte, N B	Morrell Rear,	Kings, P E I
Milltown Cross,	Queens East, P E I	Morrell Station,	Kings, "
Millvale,	Queens West, "	Morland South,	Guysborough, N S
Mill View,	Queens East, "	Morristown,	Antigonishe, "
Mill Village,	Shelburne & Queens, N S	Morristown,	Kings, "
Millville,	Kings, N S	Morton's Corner,	Lunenburg, "
Millville,	York, N B	Morvan,	Antigonishe, "
Millville Boulardarie,	Cape Breton, N S	Moser's River,	Halifax, "
†Milton,	Shelburne & Queens, N S	Mosher's Corner,	Annapolis, "
Milton North,	Queens West, P E I	Mosherville,	Hants, "
Milton Station,	Queens West, "	Moss Glen,	Kings, N B
Minnegash,	Prince West, "	Mossman's Grant,	Lunenburg, N S
Minasville,	Hants, N S	Moulie's River,	Kent, N B
Mineville,	Halifax, "	Mountain Brook,	Restigouche, N B

Post Offices.	Electoral District.
Mountain Road,	Pictou, N S
Mount Albion,	Queens East, P E I
Mount Buchanan,	Queens East, "
Mount Cussack,	Cape Breton, N S
Mouut Denison,	Hants, "
Mount Hanley,	Annapolis, "
Mount Hebron,	Kings, N B
Mount Herbert,	Queens East, P E I
Mount Hope,	Kings, "
Mount Middleton,	Kings, N B
Mount Pisgah,	Kings, "
Mount Pleasant,	Prince West, P E I
Mount Pleasant,	Cumberland, N S
Mount Pleasant,	Carleton, N B
Mount Ryan,	Queens East, P E I
†Mount Stewart,	Queens East, "
Mount Thom Lower,	Pictou, N S
Mount Thom Settl'mt,	Pictou, "
Mount Uniacke,	Hants, "
Mount View,	Westmore'and, N B
Mountville,	Albert, "
Mountville,	Pictou, N S
Mount Whatty,	Westmoreland, N B
Mount Young,	Inverness, N S
Muddy Creek,	Prince East, P E I
Mull River,	Inverness, N S
Munroe's Bridge,	Inverness, "
Murchyville,	Halifax, "
Murphy,	Inverness, "
Murray Corner,	Westmoreland, N B
Murray Harbor, N,	Queens East, P E I
Murray Harbor Road,	Queens East, "
†Murray Harbor, S,	Queens East, "
Murray River,	Queens East, "
Murray Road,	Westmoreland, N B
Musquash,	St John, N B
Musquash Little,	St John, "
Musquodoboit Harbor,	Halifax, N S
Musquodoboit Middle,	Halifax, "
Musquodoboit Riv Lit,	Halifax, "
Musquodoboit Upper,	Halifax, "
Nackawick,	York, N B
Nail Pond	Prince West, P E I
Nappan,	Cumberland, N S
Nappan Lower,	Northumberland, N B
Nappan Station,	Cumberland, N S
†Narrows,	Sunbury & Queens, N B
Narrows Grand,	Cape Breton, N S
Narrows Grand Rear,	Victoria, N S
Narrows Little,	Victoria, "
Nashwaak,	York, N B
Nashwaak Bridge,	York, N B
Nashwaak Village,	York, "
Nashwaaksis,	York, "
Nasonworth,	York, "
Nauwigewauk,	Kings, N B
Necum Teuch,	Halifax, N S
Neguac,	Northumberland, N B
Neguac Upper,	Northumberland, "
Neil's Harbor,	Victoria, N S
Nelson Reserve,	Northumberland, N B
Nelson South,	Northumberland, "
Nelson Road South,	Northumberland, "
Nelson Upper,	Northumberland, "
Nerepis Station,	Kings, N B
New Acadie,	Kings, P E I
New Annan,	Prince East, P E I
New Annan Central,	Colchester, N S
New Annan East,	Colchester, "
New Annan West,	Colchester, "
New Argyle,	Queens West, P E I
New Bandon	Gloucester, N B
New Boston,	Cape Breton, N S
Newbridge South,	Carleton, N B
Newburg,	Carleton, "
Newburg Junction,	Carleton, "
Newburn,	Lunenburg, N S
†Newcastle,	Northumberland, N B
Newcastle Bridge,	Sunbury & Queens, N B
Newcastle Creek,	Sunbury & Quee s, "
Newcastle Lower,	Northumberland, "
Newcomb,	Lunenburg, N S
Newcomb Corner,	Halifax, N S
New Dominion,	Queens West, P E I
Newdy Quoddy West,	Halifax, N S
Newellton,	Shelburne & Queens, NS
New Edinburgh,	Digby, N S
New Elm,	Lunenburg, N S
New France,	Antigonishe, "
New Gairlock,	Pictou, N S
New Glasgow,	Queens West, P E I
†New Glasgow,	Pictou, N S
New Grafton,	She'burne & Queens, NS
New Harbor,	Guysborough, N S
New Harris,	Victoria, N S
New Haven,	Queens West, P E I
New Haven,	Victoria, N S
New Jerusalem,	Sunbury & Queens, N B
New London,	Queens West, P E I
Newmarket,	York, N B
†New Mills,	Restigouche, N B
New Minas,	Kings, N S
New Perth,	Kings, P E I

Post Offices.	Electoral District.	Post Offices.	Electoral District.
†Newport,	Hants, N S	North Range Corner,	Digby, N S
Newport,	Kings, P E I	North River,	Queens West, P E I
Newport Corner,	Hants, N S	North River,	Colchester, N S
†Newport Landing,	Hants, "	North River Bridge,	Victoria, "
Newport Station,	Hants, "	North River Centre,	Victoria, "
Newport Upper,	Hants, "	North River Platform,	Westmoreland, N B
New River Mills,	Charlotte, N B	North River Upper,	Colchester, N S
†New Ross,	Lunenburg, N S	North Rustico,	Queens East, P E I
New Ross Road,	Kings, N S	North St Eleanors,	Prince East, "
New Salem,	Cumberland, N S	North Shore,	Cumberland, N S
New Scotland,	Westmoreland, N B	North Shore,	Victoria, "
Newton,	Prince East, P E I	†North Sydney,	Cape Breton, "
Newton Cross,	Queens East, "	North Tay,	York, N B
Newton Mills,	Colchester, N S	Northville,	Kings, N S
Newton West,	Prince East, P E I	North West,	Lunenburg, N S
Newtonville,	Kings, N S	North West Arm,	Cape Breton, "
Newtown,	Guysborough, N S	North West Bridge,	Northumberland, N B
Newtown,	Kings, N B	North West Cove,	Lunenburg, N S
New Tusket,	Digby, N S	North West Harbor,	Shelburne & Queens, NS
†New Victoria,	Cape Breton, N S	Norton,	Kings, N B
Newville,	Cumberland, "	Norton Central,	Kings, "
New Wiltshire,	Queens West, P E I	Norton Dale,	York, "
New Zealand,	Kings, P E I	†Norton Station,	Kings, "
New Zion,	Sunbury & Queens, NB	Norwood,	Yarmouth, N S
Nicholsville,	Kings, N S	Notre Dame,	Kent, N B
Nictau,	Victoria, N B	Nuttby,	Colchester, N S
Nictau Falls,	Annapolis, N S	Nyanza,	Victoria, "
Nictau West,	Annapolis, "		
Nigado,	Gloucester, N B	Oak Bay,	Charlotte, N B
Nine Mile Creek,	Queens West, P E I	Oakfield,	Halifax, N S
Nine Mile River,	Hants, N S	Oakham,	Sunbury & Queens, N B
Nine Mile River Up,	Hants, N S	Oak Hill,	Charlotte, N B
Nixon,	Albert, N B	Oakland,	Carleton "
†Noel,	Hants, N S	Oakland,	Lunenburg, N S
Noel Road,	Hants, "	Oak Park,	Shelburne & Queens, NS
Noel Shore,	Hants, "	†Oak Point,	Kings, N B
Norborough,	Prince East, P E I	Oaktown,	Carleton, N B
North Ainslie,	Inverness, N S	Oakville,	Carleton, "
Northam,	Prince West, P E I	Oban,	Richmond, N S
Northampton,	Carleton, N B	Odin,	Colchester, N S
North East Harbor,	Shelburne & Queens, NS	Ogden,	Guysborough, N S
North Esk Boom,	Northumberland, N B	Ogilvie,	Kings, "
Northfield,	Sunbury & Queens, NB	Ohio,	Antigonishe, "
Northfield,	Lunenburg, N S	Ohio Lower,	Shelburne & Queens, NS
Northfield Lower,	Lunenburg, "	Ohio Middle,	Shelburne & Qneens, NS
North Grant,	Antigonishe, N S	Ohio South,	Yarmouth, N S
North Gut, St Ann's,	Victoria, "	Ohio Upper,	Shelburne & Queens, NS
North Intervale,	Guysborough, "	†Old Barns,	Colchester, N S
North Lake,	Kings, P E I	Old Bridgeport Mines,	Cape Breton, N S
North Lake,	York, N B	Oldham,	Halifax, "
North Mountain,	Kings, N S	O'Leary Road,	Prince West, P E I
†Northport,	Cumberland, N S	O'Leary Station,	Prince West, "

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Olinville,	Sunbury & Queens, N B	Pennfield Centre,	Charlotte, NB
Oliver,	Colchester, N S	Pennfield Ridge,	Charlotte, "
O'Neil,	Westmoreland, N B	†Penobsqui's,	Kings, N B
Onslow Central,	Colchester, N S	Pereaux Upper,	Kings, N S
Onslow Lower,	Colchester, "	Perott Settlement,	Annapolis, N S
Onslow Mountain,	Colchester, "	Perry Settlement,	Kings, N B
Onslow Station,	Colchester, "	Perry's Point,	Kings, "
Orangedale,	Inverness, "	Perth,	Victoria, N B
†Oromocto,	Sunbury & Queens, NB	Perth Centre,	Victoria, "
Ortonville,	Victoria, N B	Peter's Brook,	Victoria, N S
Orwell,	Queens East, P E I	Peter's Mills,	Kent, N B
Orwell Cove,	Queens East, "	Peter's Road,	Queens, East, P E I
†Ossekeag,	Kings, N B	Petersville,	Sunbury & Queens, N B
Ostrea Lake,	Halifax, N S	Petersville Church,	Sunbury & Queens, "
Otnabog Upper,	Sunbury & Queens, NB	Peterville,	Prince West, P E I
Outer Island, Pt Hood,	Inverness, N S	†Petitcodiac,	Westmoreland, N B
Outram,	Annapolis, "	Petit Rocher,	Gloucester, N B
Overton,	Yarmouth, "	Petite deGrat Bridge,	Richmond, N S
Owl's Head Harbor,	Halifax, "	Petite Lameque,	Gloucester, N B
†Oxford,	Cumberland, "	Petite Riviere Bridge,	Lunenburg, N S
Oxford Junction,	Cumberland "	Petpeswick Harbor,	Halifax, N S
Oyster Bed Bridge,	Queens East, P E I	†Pictou,	Pictou, "
Oyster Ponds,	Guysborough, N S	Pictou Island,	Pictou, "
		Pictou Landing,	Pictou, "
Paddock,	Kings, N B	Pictou Road,	Guysborough, N S
Painsec,	Westmoreland, N B	Piedmont Valley,	Pictou, N S
Palmer Road,	Prince West, P E I	Pierston,	Kings, "
Paquetville,	Gloucester, N B	Pinedale,	Antigonishe, N S
Paradise Lost,	Annapolis, N S	Pine Ridge,	Kent, N B
Parents,	Victoria, N B	Pinette,	Queens East, P E I
Park Corner,	Queens West, P E I	Pine Tree,	Pictou, N S
Parker's Cove,	Annapolis, N S	Pine Vale,	Antigonishe, N S
Parker's Ridge,	York, N B	Pioneer,	Carleton, N B
Park's Creek,	Lunenburg, N S	Piper's Cove,	Cape Breton, N S
Parlee Settlement,	Kings, N B	Pirate Harbor,	Guysborough, "
†Parrsboro',	Cumberland, N S	Pisarinco,	St John, N B
Parrsboro' Shore,	Cumberland, "	Pisarinco West,	St John, "
Passekeag,	Kings, N B	Pisquid,	Queens East, P E I
Patterson Settlement,	Sunbury & Queens, NB	Pisquid Road,	Queens East, "
Payne Settlement,	Victoria, N B	Pitcher's Farm,	Antigonishe, N S
Peake Station,	Kings, P E I	Pinsville,	Prince West, P E I
Pearson's,	Kings, N B	Pinsville Station,	Prince West, "
Peel,	Carleton, N B	Plainfield,	Pictou, N S
Peel Upper,	Carleton, "	Plaister Mines,	Victoria, "
Peggy's Cove,	Halifax, N S	Pleasant Bay,	Inverness, N S
Pelletier Mills,	Victoria, N B	Pleasant Grove,	Queens East, P E I
Pembroke,	Hants, N S	Pleasant Harbor,	Halifax, N S
Pembroke,	Carleton, N B	Pleasant Hills,	Colchester, N S
Pembroke Shore,	Yarmouth, N S	Pleasant Lake,	Yarmouth, "
Peniac,	York, N B	Pleasant Point,	Halifax, "
Pennant,	Halifax, N S	Pleasant Ridge,	Charlotte, N B
Pennfield,	Charlotte, N B	Pleasant River,	Shelburne & Queens, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Pleasant Vale,	Albert, N B	†Port George,	Annapolis, N S
Pleasant Valley,	Digby, N S	Port Greville,	Cumberland, "
Pleasant Valley,	Pictou, "	†Port Hastings,	Inverness, N S
Pleasant Valley,	Yarmouth, N S	†Port Hawkesbury,	Inverness "
Plumweseep,	Kings, N B	Port Hill,	Prince West, P E I
Plymouth,	Yarmouth, N S	Port Hillford,	Guysborough, N S
Plymouth,	Carleton, N B	†Port Hood,	Inverness, "
Plymouth Road,	Pictou, N S	Port Hood Island,	Inverness, "
Plymton,	Digby, N S	†Port Howe,	Cumberland, "
Pochlogan,	Charlotte, N B	Port Joli,	Shelburne & Queens, NS
Pockmouche,	Gloucester, N B	†Portland,	St. John, N B
Pockmouche Upper,	Gloucester, "	†Port LaTour,	Shelburne & Queens, NS
Pockshaw,	Gloucester, "	Port LaTour Upper,	Shelburne & Queens, "
Point Aconi,	Cape Breton, N S	Port L. Hebert E Side,	Shelburne & Queens, "
Point au Car,	Northumberland, N B	†Port Lorne,	Annapolis, N S
Point Clear,	Victoria, N S	†Port Maitland,	Yarmouth, "
Point Cross,	Inverness "	Port Malcom,	Richmond, "
Point Edward,	Cape Breton, N S	†Port Medway,	Shelburne & Queens, NS
Point Escuminac,	Northumberland, N B	Port Medway East,	Shelburne & Queens, NS
Point La Nim,	Restigouche, N B	†Port Morien,	Cape Breton, N S
Point Mechaud,	Richmond, N S	†Port Mouton,	Queens, "
Point of Cape,	Antigonishe, "	Port Mouton S'thwest,	Shelburne & Queens, NS
Point Prim,	Queens East, P E I	†Port Mulgrave,	Guysborough, N S
Point Sapin,	Kent, N B	Port Mulgrave Station,	Guysborough, "
Point Tupper,	Richmond, N S	Porton,	Carleton, N B
Point Wolfe,	Albert, N B	Port Philip,	Cumberland, N S
Pointe de Bute,	Westmoreland, N B	Port Richmond,	Richmond, "
Pointe de Bute Upper,	Westmoreland, N B	Port Royal,	Richmond, "
Pointe du Chene,	Westmoreland, N B	Port Saxon,	Shelburne & Queens, NS
Poirier,	Kent, "	Portuguese Cove,	Halifax, N S
Pollett River,	Westmoreland, "	†Port Williams,	Kings, "
Polleyhurst,	Sunbury & Queens, NB	Port Williams Station,	Kings, "
Pomeroy Ridge,	Charlotte, N B	Poulamond,	Richmond, N S
Pomquet Chapel,	Antigonishe, N S	Power's Creek,	Victoria, N B
Ponds,	Pictou, N S	Pownall,	Queens East, P E I
Poodiac,	Kings, N B	Pre d'en haut,	Westmoreland, N B
Pope's Harbor,	Halifax, N S	Preston,	Halifax, N S
Poplar Hill,	Pictou, "	Preston Road,	Halifax, "
Poquock,	York, N B	Priceburg,	Victoria, N B
Poquock Lower,	York, "	Prince Albert,	Annapolis, N S
Portage River,	Northumberland, N B	Prince of Wales,	St John, N B
Portapique,	Colchester, N S	Princeport,	Colchester, N S
Portapique Mountain,	Colchester, "	Princetown,	Prince East, P E I
Port Ban,	Inverness, "	Princetown Road,	Queens West, P E I
Port Beckerton,	Guysborough, N S	Princeville,	Inverness, N S
Port Bevis,	Victoria, "	Prince William,	York, N B
Port Caledonia,	Cape Breton, "	Prince William Lower,	York, "
Port Clyde,	Shelburne & Queens, NS	Prince Wm Station,	York, "
†Port Elgin,	Westmoreland, N B	Prospect,	Halifax, N S
Porter's	St John, "	Prospect Lower,	Halifax, "
Porter's Lake,	Halifax, N S	Prosser Brook,	Albert, N B
Port Felix,	Guysborough, N S	Protectionville,	Northumberland, N B

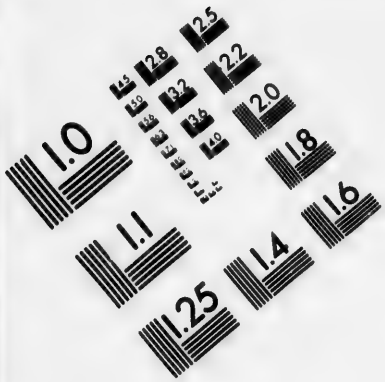
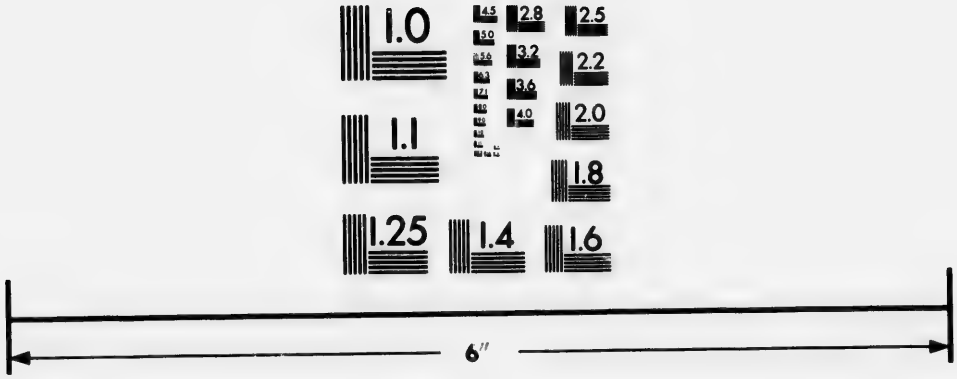
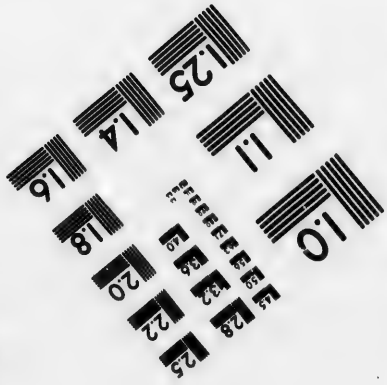


IMAGE EVALUATION
TEST TARGET (MT-3)





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Sciences
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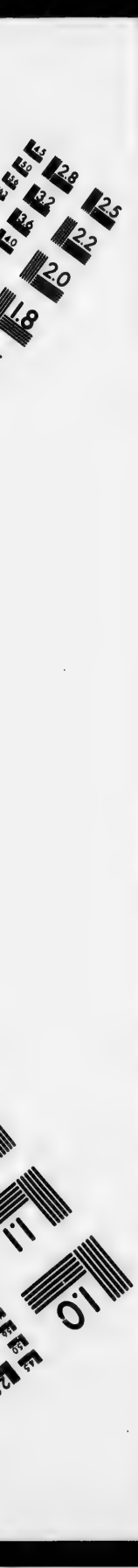
(716) 872-4503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Post Offices.	Electoral District.
Public Landing,	Kings, N B
Pubnico Beach,	Shelburne & Queens, NS
†Pubnico Harbor,	Yarmouth, N S
Pubnico East Side,	Yarmouth, "
Pubnico East Lower,	Yarmouth, "
†Pubnico Harbor,	Yarmouth, "
Pubnico West Lower,	Yarmouth, "
Puellering,	Kent, N B
†Pugwash,	Cumberland, N S
Pugwash River,	Cumberland, "
Pugwash Upper,	Cumberland, "
Purlbrook,	Antigonishe, N S
Quaco Road,	St John, N B
Quaco West,	St John, "
Queensbury,	York, N B
Queensbury Lower,	York, "
Queensbury Lower line,	York, "
Queensbury Upper,	York, "
Queenstown,	Sunbury & Queens, NB
Queensville,	Inverness, N S
Queensville,	Kings, N B
Quinan,	Yarmouth, N S
Quisibus,	Victoria, N B
Quispamsis,	Kings, N B
Ragged Head,	Guysborough, N S
Ragged Islands, E side,	Shelburne & Queens, NS
Ramsay,	Colchester, N S
Randolph,	St John, N B
Range Corner North,	Digby, N S
Papide de Femine,	Victoria, N B
Ratter's Corner,	Kings, N B
Rawdon,	Hants, N S
Rawdon Gold Mines,	Hants, "
Rawdon South,	Hants, "
Rawdon Upper,	Hants, "
Read,	Westmorland, N B
Red Bank,	Northumberland, N B
Red Head,	St John, N B
Red House,	Kings, P E I
Red Islands,	Richmond, N S
Red Point,	Kings, P E I
Red Rapids,	Victoria, N B
Red Rapids Bridge,	Victoria, "
Reed's Point,	Kings, N B
Reidway,	Pictou, N S
Renaud's Mills,	Kent, N B
Renfrew,	Hants, N S
Renous Bridge,	Northumberland, N B
Renous South,	Northumberland, "
Reynardton,	Yarmouth, N S
Reynolds,	Northumberland, N B
Rhode's Corner,	Lunenburg, N S
Richardville,	Kent, N B
†Richibucto,	Kent, "
Richibucto Village,	Kent, "
†Richmond Corner,	Carleton, N B
Rigeton Settlement,	Charlotte, "
Riley Brook,	Victoria, N B
Riordan,	Gloucester, N B
Ritcey's Cove,	Lunenburg, N S
Riverbank,	Carleton, N B
†River Bourgeois,	Richmond, N S
†River Charlo,	Restigouche, N B
Riverdale,	Digby, N S
Riverdale,	Prince East, P E I
River deChute,	Victoria, N B
River Dennis,	Inverness, N S
River Dennis Basin SS,	Inverness, "
River Dennis Centre,	Inverness, "
River Dennis Road,	Inverness, "
River Dennis Station,	Inverness, "
River Dennis Upper,	Inverness, "
River Hebert,	Cumberland, N S
River Hebert Road,	Cumberland, "
River Hebert West,	Cumberland, N S
River Hebert Bend,	Cumberland, "
River Inhabitants Lwr,	Richmond, N S
†River John,	Pictou, N S
River John Road,	Colchester, N S
River John West,	Pictou, N S
†River Louison,	Restigouche, N B
River Philip,	Cumberland, N S
Riversdale,	Colchester, N S
Riverside,	Albert, N B
Riverside,	Inverness, N S
Riverside Corner,	Hants, N S
Riverview,	Albert, N B
Riviere des Caches,	Northumberland, N B
Rivulet,	Inverness, N S
Roach Vale,	Guysborough, N S
Robertson,	Kings, N B
Robertson's Point,	Sunbury & Queens, NB
Robertville,	Gloucester, N B
†Robichaud,	Westmorland, N B
Robinson's Corners,	Lunenburg, N S
Robinsonville,	Restigouche, N B
Robins,	Richmond, N S
Rocher Little,	Albert, N B
Rock Barra,	Kings, P E I
Rockdale,	Richmond, N S
Rockingham,	Yarmouth, N S
Rockingham Station,	Halifax, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
†Rockland,	Westmorland, N B	Rusagornish,	Sunbury & Queens, N B
Rockland Station,	Westmorland, "	Rusagornish Station,	Sunbury & Queens, N B
Rocklin,	Pictou, N S	Ruskin,	Kings, P E I
Rockly,	Cumberland, N S	Rustico,	Queens East, P E I
Rockport,	Westmorland, N B	Rustico North,	Queens East, P E I
Rockport Upper,	Westmorland, "	Rusticoville,	Queens East, P E I
Rockville,	Kings, N B	Ruther Glen,	Carleton, N B
Rockville,	Yarmouth, N S		
Rockwell Settlement,	Cumberland, N S	Sable River,	Shelburne & Queens, N S
Rocky Bay,	Richmond, "	Sable River East,	Shelburne & Queens, N S
Rocky Mountain,	Pictou, "	†Sackville,	Westmoreland, N B
Rocky Point,	Queens West, P E I	Sackville Lower,	Halifax, N S
Rodney,	Cumberland, N S	Sackville Middle,	Halifax, "
Roger's Hill,	Pictou, "	Sackville Middle,	Westmoreland, N B
Roger's Hill Centre,	Pictou, "	Sackville Upper,	Halifax, N S
†Rogersville,	Northumberland, N B	Sackville Upper,	Westmoreland, N B
Rogerville East,	Northumberland, "	Saint Almo,	Victoria, N B
Rolling Dam,	Charlotte, N B	Saint Amand,	Victoria, "
Rolling Dam Station,	Charlotte, "	Saint Andre de Shediac,	Westmoreland, N B
Rollo Bay Cross,	Kings, P E I	†Saint Andrews,	Charlotte, N B
Rollo Bay Lower,	Kings, P E I	†Saint Andrews,	Antigonishe, N S
Roman's Valley,	Guysborough, N S	Saint Andrews,	Kings, P E I
Roman's Valley East,	Guysborough, "	Saint Anne,	Kent, N B
Rona,	Queens East, P E I	Saint Ann's,	Queens West, P E I
Rose,	Cumberland, N S	Saint Ann's,	Victoria, N S
Rosebank,	Gloucester, N B	Saint Ann's, North Gut	Victoria, "
Roseberry,	Queens East, P E I	Saint Ann's, South Gut	Victoria, N S
Roseburn,	Inverness, N S	Saint Anthony,	Prince West, P E I
Rosedale,	Carleton, N B	Saint Anthony,	Kent, N B
Rosedale,	Inverness, N S	Saint Bazil Upper,	Victoria, N B
Rosevale,	Albert, N B	Saint Bernard,	Digby, N S
Rose Valley,	Prince East, P E I	Saint Catherines,	Queens West, P E I
Roseville,	Prince West, P E I	Saint Catherines' River,	Shelburne & Queens, N S
Roseway,	Shelburne & Queens, N S	Saint Charles,	Kent, N B
Roslin,	Cumberland, N S	Saint Chrysostome,	Prince East, P E I
Ross Corner,	Prince East, P E I	Saint Croix,	Hants, N S
Ross New,	Lunenburg, N S	Saint Croix,	York, N B
Ross Road New,	Kings, N S	Saint Edouard de Kent	Kent, "
Rossendale,	Cumberland, N S	Saint Eleanor's,	Prince East, P E I
Rossfield,	Pictou, N S	Saint Eleanor's North,	Prince East, "
Rossway,	Digby, N S	Saint Esprit,	Richmond, N S
†Rothesay,	Kings, N B	Saint Francis Harbor,	Guysborough, "
Round Bay,	Shelburne & Queens, N S	Saint Francis Mouth of	Victoria, N B
Round Hill,	Kings, N B	Saint Francis de Kent,	Kent, N B
†Round Hill,	Annapolis, N S	†Saint George,	Charlotte, N B
Round Island,	Cape Breton, "	Saint George's,	Kings, P E I
Rowena,	Victoria, N B	Saint George's Channel,	Richmond, N S
Roxburgh,	Albert, "	Saint Gregoire,	Kent, N B
Roxbury,	Annapolis, N S	Saint Hilaire,	Victoria, N B
Royal Road,	York, N B	Saint Ignase,	Kent, "
Royal Road West,	York, "	Saint Isidore,	Gloucester, N B
Royalton,	Carleton, N B	Saint Jean Baptiste,	Kent, "

Post Offices.	Electoral District.	Post Offices.	Electoral District.
†Saint John,	St John, N B	Salmondale,	Sunbury & Queens "
Saint Joseph,	Westmoreland, N B	Salmonhurst,	Victoria, N B
Saint Joseph,	Gloucester, N B	Salmon River,	St. John, N B
Saint Joseph,	Antigonishe, N S	Salmon River,	Cape Breton, N S
Saint Joseph de Kent,	Kent, N B	Salmon River,	Halifax, N S
Saint Leonard Station,	Victoria, N B	Salmon River,	Digby, N S
Saint Leonard's,	Victoria, "	Salmon Riv Lake Set,	Guysborough, N S
Saint Louis de Kent,	Kent, "	Salt Springs,	Kings, N P
Saint Margarett's,	Kings, P E I	Salt Springs,	Pictou, N S
St Marg't's Bay H of,	Halifax, N S	Salt Springs,	Antigonishe, N S
St Marg't's Bay North,	Halifax, "	Salt Springs South,	Antigonishe "
†Saint Martin's,	St John, N B	Salt Springs Station,	Cumberland, N S
Saint Mary's,	Kent, "	Sambro,	Halifax, N S
Saint Mary's East Riv,	Pictou, N S	Sand Beach,	Yarmouth, N S
Saint Mary's Ferry,	York, N B	Sandford,	Yarmouth, "
Saint Mary's Lower,	York, "	Sand Point,	Guysborough, N S
Saint Mary's River,	Guysborough, N S	Sand Point Road,	St John, N B
Saint Mary's Road,	Queens East, P E I	Sand River,	Cumberland, N S
Saint Mary's Road east,	Queens East, P E I	†Sandy Cove,	Digby, N S
Saint Maure,	Restigouche, N B	Sandy Point,	Shelburne & Queens, N S
St Nicholas Riv South,	Kent, "	Sargent,	Northumberland, N B
St Nicholas Riv West,	Kent, "	Sartell,	Kings, N B
Saint Norbert,	Kent, "	Saulmerville,	Digby, N S
Saint Patrick's Channel,	Victoria, N S	Saulmerville Station,	Digby, "
Saint Patrick's Road,	Kings, P E I	Savage Harbor,	Kings, P E I
Saint Paul's,	Kent, N B	Scadone,	Westmoreland, N B
Saint Paul's,	Pictou, N S	Scatarie Island	Cape Breton, N S
†Saint Peter's,	Richmond, N S	Scotchford,	Queens East, P E I
Saint Peter's West,	Kings, P E I	Scotch Lake,	York, N B
Saint Peter's Bay H of,	Kings, "	Scotch Lake,	Cape Breton, N S
Saint Pierre,	Kent, N B	Scotch Ridge,	Charlotte, N B
Saint Rose,	Inverness, N S	Scotch Settlement,	Westmoreland, N B
Saint Simon,	Gloucester, N B	Scotch Settlem't East,	Kings, N B
†Saint Stephen,	Charlotte, N B	Scotch Settlem't West,	Kings, "
Saint Teresa,	Queens East, P E I	Scotchtown,	Sunbury & Queens, N B
Saint Thomas,	Carleton, N B	Scotch Village,	Hants, N S
Saint Thomas de Kent,	Kent, "	Scotland New,	Westmoreland, N B
Saint Timothy,	Prince East, P E I	Scotsburn,	Pictou, N S
Sailors Hope,	Kings, P E I	Scotsburn Station,	Pictou, "
Salem,	Albert, N B	Scotsburn Upper,	Pictou, "
Salem,	Cumberland, N S	Scotsville,	Inverness, N S
Salem,	Yarmouth, N S	Scott's Bay,	Kings, N S
Salem New,	Cumberland, N S	Scott's Bay Road,	Kings, "
Salem North,	Hants, N S	Scribner,	Kings, N B
Salem Road,	Cape Breton, N S	Sea Cow Head,	Prince East, P E I
Salina,	Kings, N B	Sea Cow Pond,	Prince West, "
†Salisbury,	Westmoreland, N B	Sea Dog Cove,	Kings, N B
Salkeld,	Charlotte, "	Seaforth,	Halifax, N S
Salmon Beach,	Gloucester, N B	Seal Cove,	Charlotte, N B
Salmon Creek,	Sunbury & Queens, N B	Searletown,	Prince East, P E I
Salmon C'k N Forks,	Sunbury & Queens "	Seaside,	Restigouche, N B
Salmon Creek Lower,	Sunbury & Queens "	Seaside,	Inverness, N S

Post Offices.	Electoral District.	Post Offices	Electoral District.
Seaview,	Richmond, N S	Silverstream,	Victoria, N B
Seaview,	Queens West, P E I	Simonds Middle,	Carleton, N B
Second Falls,	Charlotte, N B	Sinclair Hill,	Albert, N B
Second Peninsula,	Lunenburg, N S	Sisson Ridge,	Victoria, N B
Second Westcock,	Westmorland, N B	Six Mile Brook,	Pictou, N S
Sefferensville,	Lunenburg, N S	Six Mile Road,	Cumberland, N S
Selkirk Road,	Queens East, P E I	Six Roads,	Gloucester, N B
Selmah,	Hants, N S	Skinner's Pond,	Prince West. P E I
Selmah Lower,	Hants, "	Skir Dhu,	Victoria, N S
Semiwagan Ridge,	Northumberland, N B	Sky Glen,	Inverness "
Sevogle,	Northumberland, "	Sky Mountain,	Inverness, "
Shad Bay,	Halifax, N S	Sluice Point,	Yarmouth, N S
Shag Harbor,	Shelburne & Queens, NS	Smithfield,	Guysborough, N S
Shag Harbor Lower,	Shelburne & Queens, "	Smith's,	Westmorland, N B
Shamrock,	Prince East, P E I	Smith's Corner,	Kent, N B
Shanklin,	St John, N B	Smith's Cove,	Digby, N S
Shannon,	Sunbury & Queens, NB	Smith's Creek,	Kings, N B
Shannonvale,	Restigouche, N B	Smithtown,	Kings, "
Sharp,	Kings, N B	Snider Mountain,	Kings, "
Sheba,	Sunbury & Queens, NB	Sober Island	Halifax, N S
†Shediac,	Westmoreland, N B	Soldier's Cove,	Richmond, N S
Shediac Bridge,	Westmoreland, "	Somerset,	Kings, N S
Shediac River,	Westmoreland, "	Somerville,	Carleton, N B
Shediac Road,	Westmoreland, "	Sonora,	Guysborough, N S
Sheet Harbor E River,	Halifax, N S	Sorrel Ridge,	Charlotte, N B
Sheet Harbor W River,	Halifax, "	†Souris East,	Kings, P E I
†Sheffield,	Sunbury & Queens, NB	Souris West,	Kings, "
Sheffield Academy,	Sunbury & Queens, "	South,	Lunenburg, N S
Sheffield Mills,	Kings, N S	South East Passage,	Halifax, N S
Sheffield Upper,	Sunbury& Queens, N B	South Grand Mira,	Cape Breton, N S
†Shelburne,	Shelburn & Queens, NS	Southampton,	York, N B
Shemogue Little,	Westmoreland, N B	†Southampton,	Cumberland, N S
Shenstone,	Albert, N B	Southampton East,	Cumberland, "
Shepody Road,	Kings, "	Southampton Lower,	York, N B
†Sherbrooke,	Guysborough, N S	Southampton Upper,	York, "
Shemimecas Bridge,	Cumberland, N S	†South Bay,	Victoria, N S
Shinnickburn,	Northumberland, N B	South Bay,	St. John, N B
Ship Harbor,	Halifax, N S	South Branch,	Colchester, N S
Ship Harbor Lake,	Halifax, "	South Branch (Ken),	Kings, N B
Ship Harbor Lower,	Halifax, "	South Brook,	Cumberland, N S
Ship Harbor E. Lower,	Halifax, "	South Cove,	Victoria, N S
†Shippigan,	Gloucester, N B	South East Passage,	Halifax, "
Shippigan Island,	Gloucester, N B	South Esk,	Northumberland, N B
Shippigan Little,	Gloucester, N B	South Lake,	Kings, P E I
Shirley Settlement,	Sunbury & Queens, NB	South Melville,	Prince East, P E I
Shogamoc,	York, N B	Southport,	Queens East, P E I
Short Beach,	Yarmouth, N S	South Range,	Digby, N S
Shortholm,	Sunbury & Queens, NB	South River,	Gloucester, N B
†Shubenacadie,	Hants, N S	South Riv Lake Hd of,	Guysborough, N S
Shulie,	Cumberland, N S	South River Upper,	Antigonishe, "
Shunacadie,	Cape Breton, N S	South Vale,	Colchester, "
Sight Point,	Inverness, N S	Southville,	Digby, "

Post Offices	Electoral District.	Post Offices.	Electoral District.
South West,	Prince West, P E I	†Strathhorn,	Inverness, N S
South-West Ridge,	Inverness, N S	Street's Ridge,	Cumberland, N S
Spa Springs,	Annapolis, "	Stronach Mountain,	Annapolis, N S
Speerville,	Carleton, N B	Sturgeon,	Queens East, P E I
Speight's Corner,	Sunbury & Queens, NB	Suffolk Station,	Queens, East, P E I
Spence,	Westmorland, N B	Sugar Loaf,	Victoria, N S
Spencer's Island,	Cumberland, N S	Summerfield,	Carleton, N B
†Springfield,	Kings, N B	Summer Hill,	Sunbury & Queens, N S
Springfield,	York, "	†Summerside,	Prince East, P E I
†Springfield,	Annapolis, N S	Summerville,	Kings, P E I
Springfield,	Queens, P E I	Summerville,	Hants, N S
Spring Haven,	Yarmouth, N S	Summerville Centre,	Shelburne & Queens, NS
Spring Hill,	York, N B	Sundridge,	Pictou, N S
†Spring Hill,	Cumberland, N S	Sunnybrae,	Pictou, "
Spring Hill Junction,	Cumberland, "	Sunnyside,	Kings, "
Springville,	Pictou, N S	Sunnyside,	Restigouche, N B
Spruce Lake,	St. John, N B	Surette Island,	Yarmouth, N S
Spruce Lake Station,	St. John, "	Surrey,	Albert, N B
Spry Bay,	Halifax, N S	Sussex Corner,	Kings, N B
Stake Road,	Cumberland, N S	Sussex Portage.	Kings, "
Stanhope,	Queens East, P E I	†Sussex Vale,	Kings, "
Stanley,	Cumberland, N S	Sutherland's River,	Pictou, N S
†Stanley,	York, N B	Swan Creek,	Sunbury & Queens, N B
†Stanley Bridge,	Queens West, P E I	Swansburg,	Shelburne & Queens, N S
Staple's Brook,	Colchester, N S	Sweeyville,	Kent, N B
Starkey's,	Sunbury & Queens, N B	Sweet's Corners,	Hants, N S
Steam Mill Village,	Kings, N S	†Sydney,	Cape Breton, N S
Steel's Lake,	Cape Breton, N S	Sydney Forks,	Cape Breton, "
Steep Creek,	Guysborough, N S	†Sydney Mines,	Cape Breton, "
Steevescote,	Albert, N B	†Sydney North,	Cape Breton, "
Steeve's Mountain,	Westmorland, N B	Sydney River,	Cape Breton, "
Steeve's Settlement,	Westmorland, "	Sydney South,	Cape Breton, "
†Stellarton,	Pictou, N S	Sydney River S'th Bar,	Cape Breton, "
Stewartdale,	Inverness, N S	Synton,	Albert, N B
Stewarton,	Kings, N B	Sypher's Cove,	Sunbury & Queens, N B
Stewiacke Cross Roads,	Colchester, N S		
†Stewiacke Lower,	Colchester, "	Tabucintac,	Northumberland, N B
Stewiacke Middle,	Colchester, "	Tancook Island,	Lunenburg, N S
†Stewiacke Upper,	Colchester, "	Tangier,	Halifax, "
Stiles Village,	Westmoreland, N B	Tapley's Mills,	Carleton, N B
Stillman,	Pictou, N S	Tarantum,	Queens East, P E I
Still Water,	Guysborough, N S	Tarbort,	Victoria, N S
Stirling,	Richmond, N S	Tarbotvale,	Victoria, N S
Stoddarts,	Annapolis, N S	†Tatamagouche,	Colchester, N S
Stonehaven.	Gloucester, N B	Tatamagouche Mount'n,	Colchester, "
Stone House,	Cumberland, N S	Tatamagouche West,	Colchester, "
Stone Ridge,	York, N B	Tatamagouche Bay H of	Colchester, "
Stony Creek,	Albert, N B	Taylor Village,	Westmoreland, N B
Stony Island,	Shelburne & Queens, NS	Tay Mills,	York, N B
Stormont,	Guysborough, N S	Tay North,	York, "
Strathabo,	Northumberland, N B	Tay Settlement,	York, "
Strathadam,	Northumberland, N B	Telford,	Pictou, N S

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Temperance Vale,	York, N B	Tracadie Grand,	Queens East, P E I
Temple,	York, "	Tracey's Mills,	Carleton, N B
Tenecape,	Hants, N S	Tracey Station,	Sunbury & Queens, N B
Ten Mile Creek,	St. John, N B	Traceyville,	Sunbury & Queens, "
Ten Mile House,	Queens East, P E I	Trafalgar,	Guysborough, N S
Tennant's Cove,	Kings, N B	Traveller's Rest,	Prince East, P E I
Terence Bay,	Halifax, N S	Tremont,	Kings, N S
Tete a Gauche Riv N Sd	Gloucester, N B	†Trenton,	Pictou, "
Tete a Gauche Riv S Side	Gloucester, "	Trilby,	Queens East, P E I
Texas River,	York, "	Trout Brook,	Northumberland, N B
The Barony,	York, "	Trout Brook,	Cape Breton, N S
The Bluffs,	Kings, "	Trout River,	Inverness, N S
The Falls,	Colchester, N S	Troy,	Inverness, "
The Grant,	Kings, N B	Truemanville,	Cumberland, "
The Hawk,	Shelburne & Queens, N S	†Truro,	Colchester, N S
The Lodge,	Lunenburg, N S	Tryon,	Prince East, P E I
The Long Stretch,	Inverness, "	Tryon North,	Prince East, "
The Points West Bay,	Richmond, "	Tupperville,	Annapolis, N S
The Range,	Sunbury & Queens, N B	Turtle Creek,	Albert, N B
The Waugh,	Gloucester, N B	Turtle Creek Lower,	Albert, N B
The Willows,	Northumberland, N B	†Tusket,	Yarmouth, N S
Thomond,	Kings, N B	Tusket New,	Digby, N S
Thompson's Station,	Cumberland, N S	Tusket Wedge,	Yarmouth, "
†Thorburn,	Pictou, N S	Tweedside,	York, N B
Thornbrook,	Kings, N B	Two Islands,	Cumberland, N S
Thornetown,	Sunbury & Queens, N B	Two Rivers,	Cumberland, "
Thornville,	Annapolis, N S	Tyne Valley,	Prince West, P E I
Three Brooks,	Victoria, N B		
Three Brooks,	Pictou, N S	Underhill,	Northumberland, N B
Three Tree Creek,	Sunbury & Queens, N B	Undine,	Victoria, N B
†Tignish,	Cumberland, N S	Union Centre,	Pictou, N S
Tignish Bridge,	Westmoreland, N B	Union Corner,	Carleton, N B
†Tignish,	Prince West, P E I	Union Road,	Queens East, P E I
Tignish Little,	Prince West, P E I	†Upham,	Kings, N B
Tilley,	Victoria, N B	Upham Station,	Kings, "
Tilley Road,	Gloucester, N B	Upper Branch,	Guysborough, N S
Tilley South,	Victoria, N B	Upper Cape,	Westmoreland, N B
Titusville,	Kings, N B	Upper Grand Mira,	Cape Breton, N S
Tiverton,	Digby, N S	Upper New Port,	Hants, "
Tobique River,	Victoria, N B	Upperton,	Kings, N B
Toney Mills,	Pictou, N S	Upton,	Kings, P E I
Toney River,	Pictou, "	Urbania,	Hants, N S
Tooleton,	Kings, N B	Urney,	Kings, N B
Torbay,	Guysborough, N S	Urquharts,	Kings, N B
Torbrook,	Annapolis, N S	Usher,	Antigonishe, N S
Torbrook Mines,	Annapolis, "		
Torbrook West,	Annapolis, "	Valleyfield,	Kings, P E I
†Tower Hill,	Charlotte, N B	Valleyfield East,	Kings, P E I
Town Plot,	Kings, N S	Valley Mills,	Inverness, N S
†Tracadie,	Gloucester, N B	Valley Station,	Colchester, N S
†Tracadie,	Antigonishe, N S	Vaughan,	Hants, "
Tracadie Cross,	Queens East, P E I	Vernal,	Antigonishe "

Post Offices.	Electoral District.	Post Offices.	Electoral District.
Vernon Mines,	Kings, N S	Waterside,	Albert, N B
Vernon River,	Queens East, P E I	Watervale,	Pictou, N S
Vernon River Bridge,	Queens East, "	Waterville,	Carleton, N B
Vesuvius,	Kings, N S	†Waterville,	Kings, N S
Victoria,	Carleton, N B	Waterville Central,	York, N B
Victoria,	Cumberland, N S	Watson Settlement,	Carleton, "
†Victoria.	Prince East, P E I	Watt Section Sheet Hbr	Halifax, N S
Victoria Beach,	Annapolis, N S	Waugh's River,	Colchester, "
Victoria Cross,	Kings, P E I	Waverley,	Halifax, "
Victoria Harbor,	Kings, N S	Waweig,	Charlotte, N B
Victoria Mines,	Cape Breton, N S	Wayerton,	Northumberland, N B
Victoria New,	Cape Breton, "	Weatherley,	Lunenburg, N S
Victoria South,	Cumberland, "	Weaver Settlement,	Digby, "
Victoria Vale,	Annapolis "	Webster's Corner,	Queens East, P E I
Victoria West,	Prince West, P E I	Welch,	Westmoreland, N B
Victory,	Sunbury & Queens, N B	Wellington,	Prince West, P E I
Vienneau,	Northumberland, N B	Wellington,	Albert, N B
Vienots,	Lunenburg, N S	Wellington,	Yarmouth, N S
Villagedale,	Shelburne & Queens, NS	Wellington Station,	Prince West, P E I
Village Green,	Queens, P E I	Wells,	Kings, N B
Village St Jean,	Kent, N B	†Welsford,	Sunbury & Queens, N B
Vincent,	Sunbury & Queens, NB	Welsford,	Pictou, N S
Vogler's Cove,	Lunenburg, N S	Welsford Road,	Kings, "
		Wentworth,	Cumberland, N S
Waasis Station,	Sunbury & Queens, NB	Wentworth Centre,	Cumberland, "
Wakefield Centre,	Carleton, N B	Wentworth Creek,	Hants, "
Wakefield Lower,	Carleton "	Wentworth East,	Cumberland, "
Walden,	Lunenburg, N S	Wentworth Lower,	Cumberland, "
Walker's Settlement,	Kings, N B	Wentworth Station,	Cumberland, "
†Wallace,	Cumberland, N S	West Bay,	Inverness, "
Wallace Bridge,	Cumberland, "	West Bay Road,	Inverness, "
Wallace East,	Cumberland, "	West Brook,	Cumberland, "
Wallace Grant,	Cumberland, "	Westbrook Mills,	Cumberland, "
Wallace Ridge,	Cumberland, "	West Cape'	Prince West, P E I
Wallace South,	Cumberland, "	Westchester,	Cumberland, N S
Wallace Station,	Cumberland, "	Westchester Lake,	Cumberland, "
Wallace Bay Head of	Cumberland, "	Westchester Station,	Cumberland, "
Wallace Bay Head of N	Cumberland, "	Westcock,	Westmoreland, N B
†Walton,	Hants, "	Western Covehead,	Queens East, P E I
Walton East,	Hants, "	Western Head,	Shelburne & Queens, NS
Walton's Lake,	Kings, N B	Western Road,	Prince West, P E I
Ward's Brook,	Cumberland, N S	Westfield,	Shelburne & Queens, NS
Ward's Creek Road,	Kings, N B	†Westfield,	Kings, N B
Ward's Crossing,	Colchester, N S	Westfield Centre,	Kings, "
Washabuck Bridge,	Victoria, N S	West Lakevale,	Antigonishe, N S
Washabuck Lower,	Victoria, N S	Westmoreland Point,	Westmoreland, N B
Washabuck Upper,	Victoria, N S	Westmoreland Upper,	Prince East, P E I
Waterborough,	Sunbury & Queens, N B	Weston,	Kings, N S
Waterford,	Digby, N S	West Point,	Prince West, P E I
Waterford,	Kings, N B	West River,	Pictou, N S
Waterford,	Prince West, P E I	West River,	Albert, N B
Waterloo,	Lunenburg, N S	West River Lower,	Antigonishe. N S

Post Offices.	Electoral District.
West River Station,	Pictou, N S
†Westville,	Pictou, "
†Weymouth,	Digby, "
†Weymouth Bridge,	Digby, "
Wharton,	Cumberland, N S
Wheatley River,	Queens East, P E I
Wheaton Mills,	Westmoreland, N B
Wheaton Settlement,	Westmoreland, "
Whim Road Cross,	Kings, P E I
Whiteburn Mines,	Shelburne & Queens, N B
Whitehaven Lower,	Guysborough, N S
†Whitehead,	Guysborough, "
Whitehead,	Kings, N B
White Head,	Charlotte, N B
White Hill,	Pictou, N S
White Point,	Victoria, N S
White Rock Mills,	Kings, N S
White Sands,	Queens East P E I
White's Cove,	Sunbury & Queens, N B
White's Mills,	Kings, N B
White's Mountain,	Kings, "
White's Point,	Sunbury & Queens, N B
Whitney,	Northumberland, "
Whitney Pier,	Cape Breton, N S
Whittier's Ridge,	Charlotte, N B
†Whycocomagh,	Inverness, N S
Whycocomagh Bay N S,	Inverness, "
Whycocomagh Bay S S,	Inverness, "
Whycocomagh Portage,	Inverness, "
Wickham,	Sunbury & Queens, N B
Wicklow,	Carleton, N B
Wicklow Upper,	Carleton, "
Wiggins,	Sunbury & Queens, N B
Willett's Corner,	Annapolis, N S
Williamsburg,	York, N B
Williamsdale,	Cumberland, N S
Williamsdale East,	Cumberland, N S
Williams' Point,	Antigonishe, N S
Williamstown,	Carleton, N B
Willowdale,	Sunbury & Queens, N B
Willowdale,	Pictou, N S
Willow Grove,	St John, N B
†Wilmot,	Annapolis, N S
Wilmot Valley,	Prince East, P E I
Wilsonburg,	Sunbury & Queens, N B
Wilson's Beach,	Charlotte, N B
Wilson's Point,	Gloucester, N B
Wiltshire New,	Queens West, P E I
Wiltshire South,	Queens West, "
Windham Hill,	Cumberland, N S
Winding Ledges,	Victoria, N B
Windsor,	Carleton, "
†Windsor,	Hants, N S
Windsor Junction,	Halifax, "
Windsor Lower,	Carleton, N B
Wine Harbor,	Guysborough, N S
Winsloe Road,	Queens East, P E I
Winslow Station,	Queens East, "
Wisely,	York, N B
Wittenburg,	Colchester, N S
†Wolfville,	Kings, N S
Woodbine,	Cape Breton, N S
Woodbourne,	Pictou, N S
Woodfield,	Pictou, "
Wood Harbor Upper,	Shelburne & Queens, N S
Wood Harbor Lower,	Shelburne & Queens, "
Woodhurst,	Westmoreland, N B
Wood Island,	Queens East, P E I
Wood Islands North,	Queens East, P E I
Wood Lake,	St John, N B
Woodlands,	York, N B
Wood Point,	Westmoreland, N B
Woodside,	Sunbury & Queens, N B
†Woodstock,	Carleton, N B
Woodstock Lower,	Carleton, "
Woodstock Upper,	Carleton, "
Woodstock Rd Station,	Carleton, "
Woodville,	Hants, N S
Woodville,	Prince West, P E I
Woodville,	Victoria, N B
Woodville Mills,	Kings, P E I,
Woodward's Cove,	Charlotte, N B
Wreck Cove,	Victoria, N S
Wyse's Corner,	Halifax, N S
Wyvern,	Cumberland, N S
†Yarmouth,	Yarmouth, N S
Yoho,	York, N B
York Mills,	York, N B
York Little,	Queens East, P E I
Youghall,	Gloucester, N B
Young's Cove,	Sunbury & Queens, N B
Zealand New,	Kings, P E I
Zealand Station,	York, N B
Zion New,	Sunbury & Queens, N B
Zionville,	York, N B

Mileage and Passenger Tariffs on Lines of Railways in the Maritime Provinces.

NAMES OF STATIONS.

TABLE No. 1.—Halifax, N. S., to Amherst, N. S., 188 Miles, I. C. R.

(Continued, see Table No. 2).

HALIFAX, N. S., TO

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NAMES OF STATIONS.

TABLE No. 2.—Amherst, N. S. to St. John, N. B., 137 Miles, I. C. R.

(See Time Table No. 1 for Halifax to Amherst, N. S.)

HALIFAX.	Distances (miles, from each preceding station, Amherst onward, as printed)	Station	
138		Amherst, N. S.	
141	3	Fort Lawrence, N. B.	
144	6 4	Aulac.	
148	10 7 4	Sackville.	
155	17 14 10 7	Evans.	
160	22 19 15 12 5	Dorchester.	
162	24 22 18 14 8 3	Rockland.	
165	27 25 21 17 11 6 3	College Bridge.	
167	29 26 23 19 13 8 5 2	Memramcook.	
172	34 31 28 24 17 12 10 7 5	Calhoun's.	
174	36 33 30 26 20 15 12 9 17 3	Meadow Brook.	
179	41 38 35 31 24 20 17 14 12 7 5	Painsec Jct.	
184	46 43 40 36 29 25 22 19 17 12 10 5	Dorchester Road.	
188	50 47 44 40 34 29 26 23 21 17 14 10 5	Shediac.	
190	52 50 46 42 36 31 28 25 23 19 16 12 7 2	Point du Chene	
184	46 43 40 36 30 25 22 19 17 13 10 5 10 15 16	Humphry's Mills.	
186	48 46 42 38 32 27 24 21 19 15 12 8 13 17 19 2	Moncton..........	North Shore Route. Buctouche Railway.
196	58 56 52 48 42 37 34 31 30 25 22 18 23 27 29 12 10	Boundry Creek.	
199	61 59 55 52 45 40 37 35 33 28 26 21 26 30 32 16 13 3	Salisbury Jct....	Salisbury & Harvey Ry.
204	66 64 60 56 50 45 42 39 37 33 30 26 31 35 37 20 18 8 5	Pollett River.	
209	71 68 65 61 55 50 47 44 42 38 35 30 35 40 42 25 23 13 10 5	Petitcodiac.....	Elgin & Havelock Ry.
213	75 72 69 65 59 54 51 48 46 42 39 34 39 44 46 29 27 17 14 9 4	Haywards.	
215	77 74 70 67 60 55 53 50 48 43 41 36 41 45 47 31 29 19 15 11 6 2	Anagance.	
221	83 80 76 73 66 61 59 56 54 49 47 42 47 51 53 37 35 25 21 17 12 8 6	Dunsinane.	
224	86 84 80 76 70 65 62 59 57 53 50 46 51 55 57 40 38 28 25 20 15 11 10 4	Penobsquis.	
229	91 88 84 81 74 69 67 64 62 57 55 50 55 59 61 45 43 32 29 25 20 16 14 8 5	Plumweseep.	
232	94 91 87 84 77 72 70 67 65 60 58 53 58 62 64 48 46 36 33 28 23 19 17 11 8 3	Sussex.	
236	98 96 92 88 82 77 74 71 69 65 62 58 63 67 69 52 50 40 37 32 27 23 22 16 12 8 5	Apohaqui.	
243	105 102 99 95 88 83 81 78 76 71 69 64 69 73 76 59 57 47 44 39 34 30 28 22 19 14 11 7	Norton.....	To Chipman.
248	110 107 104 100 93 88 86 83 81 76 74 69 74 78 81 64 62 52 49 44 39 35 33 27 24 19 16 12 5	Bloomfield.	
249	111 109 105 101 95 90 87 84 82 78 75 71 76 80 82 65 63 53 50 45 40 36 35 29 25 21 18 13 7 2	Passekeag.	
253	115 113 109 106 99 94 91 89 87 82 80 75 80 84 86 70 67 57 54 49 45 41 39 33 29 25 22 17 11 6 5	Hampton Jct.....	St. Martins and Upton Railway.
255	117 114 111 107 100 95 93 90 88 83 81 76 81 85 88 71 69 59 56 51 46 42 40 34 31 27 23 19 12 7 6 2	Lakeside.	
259	121 118 115 111 104 99 97 94 92 87 85 80 85 89 92 75 73 63 60 55 50 46 44 38 35 30 27 23 16 11 10 6 4	Nauwidgewauk.	
262	124 121 118 114 107 102 100 97 95 90 88 83 88 92 95 78 76 66 63 58 53 49 47 41 38 34 30 26 19 14 13 9 7 3	Model Farm.	
263	125 123 119 116 109 104 101 99 97 92 90 85 90 94 96 80 77 67 64 60 55 51 49 43 39 35 32 27 21 16 15 10 9 5 2	Quispamsis.	
267	129 126 122 119 112 107 105 102 100 95 93 88 93 97 99 83 81 71 67 63 58 54 52 46 43 38 35 31 24 19 18 13 12 8 5 3	Rothesay.	
268	130 128 124 120 114 109 106 103 101 97 94 90 95 99 101 84 82 72 69 64 59 55 54 48 44 40 37 32 26 21 19 15 14 10 7 5 2	Riverside.	
270	132 129 126 122 115 110 108 105 103 98 96 91 96 100 103 86 84 74 71 66 61 57 55 49 46 42 38 34 27 22 21 17 15 11 8 7 3 2	Torryburn.	
271	133 130 127 123 117 112 109 106 104 100 97 93 98 102 104 87 85 75 72 67 62 58 57 51 47 43 40 35 29 24 22 18 17 13 10 8 5 3 2	Brookville.	
272	134 132 128 125 118 113 110 108 106 101 99 94 99 103 105 89 86 76 73 68 64 60 58 52 48 44 41 36 30 25 23 19 18 14 11 9 6 5 3 2	Coldbrook	
275	137 135 131 128 121 116 113 111 109 104 102 97 102 106 108 92 89 79 76 72 67 63 61 55 51 47 44 40 33 28 27 22 21 17 14 12 9 8 6 5 3	*St. John	* C. P. R. Fredericton etc., * Shore Line St. Stephen, St Andrews.

NAMES OF STATIONS.

TABLE No. 3.—From Truro, N. S. to Antigonishe, N. S. 85 Miles, I. C. R.

HALIFAX, N. S. to Truro, 62 Miles. See Table No. 1.

(See Table No. 4 for Continuation to Sydney.)

62 Truro, N. S., to
65 3 Murrays.
67 5 2 Valley.
71 9 6 5 Union.
75 13 10 8 4 Riversdale.
83 21 18 16 12 8 West River.
86 24 21 19 15 11 3 Gordon's Summit.
88 26 23 21 17 13 5 2 Landsdown.
91 29 26 24 20 16 8 5 3 Glengarry.
92 30 27 26 21 18 10 7 5 2 Lorne.
97 35 32 31 26 22 14 11 10 7 5 Hopwell.
99 37 34 32 28 24 16 13 11 8 7 2 Eureka Mills.
99 38 35 33 29 25 17 14 12 9 8 3 1 Ferrona Jct.
100 38 35 34 29 26 18 15 13 10 8 3 2 1 Riverton.
103 41 38 36 32 28 20 17 16 13 11 6 5 4 3 Stellarton Jct to Pictou.
104 42 39 38 33 30 22 19 17 14 12 7 6 5 4 2 Lourdes
105 43 40 39 34 30 22 19 18 15 13 8 7 6 5 2 1 New Glasgow to Pictou Landing 8 miles, steamer to Pictou, thence to P. E. I. steamer.
107 45 42 40 36 32 24 21 19 16 15 10 9 8 7 4 3 2 Matheson. See also Oxford and Pictou Branch.
111 49 46 44 40 36 28 25 24 21 19 14 13 12 11 8 7 6 5 Woodburn.
115 53 51 49 45 41 33 30 28 25 23 19 17 16 15 13 11 11 9 5 West Merrigonish.
119 57 54 52 48 44 36 33 31 28 27 22 20 20 19 16 15 14 12 8 4 Merrigonish.
124 62 59 57 53 49 41 38 36 33 32 27 25 24 24 21 20 19 17 13 8 5 Piedmont.
127 65 63 61 56 53 45 42 40 37 35 30 29 28 27 25 23 23 21 17 12 9 4 Avondale.
128 67 64 62 58 54 46 43 41 38 36 32 30 29 28 26 24 24 22 18 13 10 5 1 Dewar's.
129 67 65 63 58 55 47 44 42 39 37 32 31 30 29 27 25 25 23 19 14 11 6 2 1 Barney's River.
130 68 65 64 59 55 48 44 43 40 38 33 32 31 30 27 26 25 24 19 15 12 7 3 2 1 Bear Brook.
133 71 68 67 62 59 51 48 46 43 41 36 35 34 33 31 29 28 27 23 18 15 10 6 5 4 3 Marshy Hope.
137 75 72 71 66 62 54 51 50 47 45 40 39 38 37 34 33 32 31 26 22 19 14 10 9 8 7 4 James River.
141 79 76 75 70 66 59 55 54 51 49 44 43 42 41 38 37 36 35 30 26 23 18 14 13 12 11 8 4 Brierley's Brook.
145 83 80 78 74 70 62 59 57 55 53 48 46 45 45 42 41 40 38 34 30 36 22 18 17 16 15 12 8 4 Murphy's Crossing.
147 85 82 80 76 72 64 61 59 56 55 50 48 47 47 44 43 42 40 36 31 28 23 19 18 17 17 14 10 6 2 Antigonishe.

NAMES OF STATIONS.

TABLE No. 4.—Antigonishe, N. S., to Sydney, C. B., 129 Miles.

See Table No. 3 Truro to Antigonishe.

Distances	Station
	HALIFAX.
62	Truro, N. S.
147 85	Antigonishe to
152 90 5	South River.
153 92 7 2	Taylor's Road.
156 95 10 5 3	Pomquet.
159 97 12 7 5 2	Hetherington Stage to Guysboro.
161 99 15 10 8 5 3	Bayfield Road.
162 101 16 11 9 6 4 2	Afton.
167 105 20 15 13 10 8 6 4	Tracadie.
168 106 22 16 15 12 9 7 6 2	Monastry.
169 107 23 17 16 13 10 8 7 3 1	Black River.
171 109 25 20 18 15 13 10 9 5 4 3	Linwood.
172 110 26 21 19 16 14 12 10 6 5 4 1	Grosvenor Road.
175 113 29 24 22 19 17 14 13 9 8 7 3 4	Harbor-An-Bouche.
179 117 33 28 26 23 21 18 17 13 12 11 7 8 4	Porcupine (Cape).
184 122 38 33 31 28 26 24 22 18 17 16 12 13 9 5	Pirate Harbor.
185 123 39 34 32 29 27 24 23 19 18 17 13 14 10 6 1	Mulgrave, steamer to Point Tupper 1 mile.
185 123 39 34 32 29 27 24 23 19 18 17 13 14 10 6 1 1	Point Tupper.
190 128 43 38 36 34 31 29 27 23 22 21 18 19 15 11 6 4 4	Mines Road.
192 131 46 41 39 36 34 32 30 26 25 24 20 22 17 13 8 7 8 3	McIntyre,s Lake.
195 133 49 44 42 39 36 34 33 29 27 26 23 24 20 16 11 10 10 5 3	River Inhabitants
199 137 53 48 46 43 41 38 37 33 32 31 27 28 24 20 15 14 14 10 7 5	West Bay Road.
206 144 60 55 53 50 48 45 44 40 39 38 34 35 31 27 22 21 21 17 14 12 7	River Deny's.
214 153 68 63 61 58 56 54 52 48 47 46 42 43 39 35 30 30 29 25 22 20 16 8	Orangedale.
219 158 73 68 66 63 61 59 57 53 52 51 47 48 44 40 35 35 35 30 27 25 21 13 5	Alba.
225 163 79 74 72 69 67 64 63 59 58 57 53 54 50 46 41 40 40 36 33 31 26 19 11 6	McKinn's Harbor.
231 169 84 79 77 74 72 70 68 64 63 62 59 60 56 52 47 45 46 41 38 36 32 25 16 11 6	Iona.
231 169 85 80 78 75 73 70 69 65 64 63 59 60 56 52 47 46 46 42 39 37 32 25 17 12 6 1	Grand Narrows.
235 173 88 83 82 79 76 74 73 78 67 66 63 64 60 56 51 50 50 45 43 40 36 29 21 16 10 4 4	Christmas Island.
240 178 94 88 87 84 81 79 78 74 72 71 68 69 65 61 56 55 55 50 48 45 41 34 26 21 15 10 9 5	Shenacadie.
249 187 102 97 95 92 90 88 86 82 81 80 76 78 74 70 64 64 64 59 56 54 50 43 34 29 24 18 18 14 9	Boisdale.
254 192 108 103 101 98 96 93 92 88 87 85 82 83 79 75 70 69 69 65 62 59 55 48 40 35 29 24 23 19 14 6	Barachois.
260 198 113 108 106 103 101 99 97 93 92 91 88 89 85 81 76 75 75 70 67 65 61 54 45 40 35 29 29 25 20 11 6	George's River.
263 202 117 112 110 107 105 103 101 97 96 95 91 92 88 84 79 78 78 74 71 69 64 57 49 44 38 33 32 29 24 15 10 4	North Sydney Jct.
268 206 122 116 115 112 109 107 106 102 100 99 96 97 93 89 84 83 83 78 76 73 69 62 54 49 43 38 37 33 28 20 14 8 5	North Sydney.
266 204 120 115 113 110 108 105 104 100 98 97 94 95 91 87 82 81 81 77 74 71 67 60 52 47 41 36 35 31 26 18 12 7 3 7	Leitches Creek.
276 214 130 125 123 120 118 115 114 110 109 108 104 105 101 97 92 91 91 87 84 82 77 70 62 57 51 46 45 42 37 28 23 17 13 18 11	Sydney, C. B..

..to Louisburg, by Sydney & Louisburg R. R.

NAMES OF STATIONS.

TABLE No. 5.—Moncton, N. B. to Gloucester Junction 117 Miles, I. C. R.

Halifax to Moncton 186 Miles.

Continued on Table No 6.

186																												Moncton, N. B., to — See Tables Nos. 1 and 2.
194	8																											Berry Mills.
198	12	5																										Catamount.
201	15	8	3																									Gallagher's Ridge.
205	19	12	7	4																								Canaan.
211	25	17	13	9	6																							Birch Ridge.
214	28	20	16	13	9	3																						Coal Branch.
217	31	24	19	16	12	7	4																					Adamsville.
223	37	29	25	22	18	13	9	6																				Harcourt.
234	46	38	34	31	27	22	18	15	9																			Kent Jct..... To Richibucto via Kent Jct. Richibucto Ry.
236	50	43	39	35	32	26	23	20	14	5																		Brown's
240	54	46	42	39	35	30	26	23	17	8	4																	Acadiaville.
243	57	49	45	42	38	32	29	26	20	11	7	3																Rogersville.
255	69	61	57	54	50	44	41	38	32	23	18	15	12															Barnaby River.
258	72	65	60	57	53	48	45	42	36	27	22	10	16	4														Chatham Jct....... To Chatham; " Fredericton via C.E.R.
161	75	67	63	60	56	51	47	44	38	29	25	21	18	6	3													Derby Jct.
263	77	70	65	62	58	53	50	46	40	31	27	23	21	9	5	2												Amos's.
265	79	72	67	64	60	55	52	48	43	34	29	26	23	11	7	5	2											Millerton.
267	81	73	69	66	62	56	53	50	44	35	30	27	24	12	9	6	4	2										Parker's
269	83	75	71	67	64	58	55	52	46	37	32	29	26	14	10	8	6	4	2									Bryenton's
271	85	77	73	70	66	61	57	54	48	39	35	31	28	16	13	10	8	6	5	3								Parks.
275	88	81	76	73	69	64	61	58	52	43	38	35	32	20	16	14	12	9	8	6	4							Indiantown.
264	78	71	67	63	60	54	51	48	42	33	28	25	22	10	6	4	6	8	10	12	14	17						Newcastle..... To Fredericton via C. E. R.
266	80	73	68	65	61	56	53	49	44	35	30	27	24	12	8	6	8	10	12	13	16	19	2					Fish's
274	88	80	76	73	69	63	60	57	51	42	38	34	31	19	16	13	15	17	19	21	23	27	9	8				Beaver Brook.
285	99	92	87	84	80	75	72	68	63	54	49	46	43	31	27	25	27	29	31	32	35	38	21	19	12			Bartibogue.
295	109	102	97	94	90	85	82	78	73	64	59	56	53	41	37	35	37	39	40	42	45	48	31	29	22	10		Red Pine.
303	117	110	105	102	98	93	90	87	81	72	67	64	61	49	45	43	45	47	49	50	53	56	39	37	30	18	8	Gloucester Junction.... To Caraquet & Shippigan via C & S. R.

NAMES OF STATIONS.

TABLE No. 6.—Gloucester Junct'n to Metapedia, P. Q., 81 Miles. I. C. R.

HALIFAX. (See also Table No. 5.)

186 Moncton to
303 117 Gloucester Junction, N B., to Metapedia, P.Q.
308 122 5 Bathurst to
315 129 12 7 Beresford.
317 131 14 9 2 Nigadoo.
320 134 17 12 5 3 Petite Roche.
325 139 22 17 10 8 5 Green Point.
328 142 25 20 13 11 8 3 Belledune.
332 146 29 23 17 15 12 7 4 Hodgen's.
334 148 31 25 19 17 14 9 6 2 Culligan's.
337 151 34 29 22 20 17 12 9 6 4 Jacquet River.
340 154 37 32 26 24 21 16 13 9 7 4 Nash's Creek.
343 157 40 35 28 26 23 18 15 11 9 6 3 Laughlin's.
347 161 44 39 32 30 27 22 19 15 13 10 7 4 New Mills.
351 165 48 43 37 34 31 26 23 20 18 14 11 9 5 Hamilton's.
352 166 49 44 38 36 33 28 25 21 19 16 12 10 6 2 Charlo.
358 172 55 50 44 41 38 33 30 27 25 21 18 16 12 7 6 Eel River.
362 176 59 54 48 46 43 38 35 31 29 26 22 20 16 12 10 5 Dalhousie Jct.
364 178 61 56 50 48 45 40 37 33 31 28 24 22 18 14 14 7 2 Summit.
366 180 63 58 52 50 47 42 39 35 33 30 26 24 20 16 14 9 4 2 McNeish's.
369 183 66 61 55 53 50 45 42 38 36 33 29 27 23 19 17 12 7 5 3 Dalhousie.
371 185 68 63 57 55 52 47 44 40 38 35 31 29 25 20 19 13 9 11 13 16 Campbellton.
376 190 73 68 62 60 57 52 49 45 43 40 36 34 30 26 24 19 14 16 18 21 5 Moffat's.
381 195 78 73 66 64 61 56 53 49 48 44 41 38 34 30 29 23 19 21 23 26 10 5 Flat Lands.
382 197 79 74 68 66 63 58 55 51 49 46 42 40 36 32 30 25 20 22 24 27 11 6 2 Fraser's.
384 198 81 76 69 67 64 59 56 53 51 47 44 42 38 33 32 26 22 24 26 29 13 8 3 2 Metapedia, P Q.

675 Miles Halifax to Levis, Point Levis (via Levis). St. John to Moncton 89 miles, see Table No. 2.

TABLE No. 7.—New Glasgow to Pictou Landing, via I. C. R.

NEW GLASGOW to

McPherson's.
Primrose.
Foundry.
1 1 1 1 Trenton.
1 1 1 1 Drakes.
1 1 1 1 Glass Works.
1 1 1 1 Smelt Brook.
2 2 2 2 1 1 1 1 Steel Works.
4 4 4 4 3 3 3 3 2 Glenfolloch.
7 7 7 7 6 6 6 6 5 3 Fisher's Grant
8 8 8 8 7 7 7 7 6 4 1 Pictou Landing.

TABLE No. 8.—Stellarton to Pictou, N. S. 14 Miles, I. C. R.

HALIFAX.

62 Truro, N. S.
103 41 Stellarton to
106 44 3 Westville.
109 47 6 3 Granton.
111 49 8 5 2 Sylvester.
113 52 11 8 5 3 Lockbroom.
117 55 14 11 8 6 4 Pictou.

TABLE No. 9.—Pictou to Oxford Junction, 69 Miles. I. C. R.

HALIFAX.
117 Pictou.
115 2 Brown Point.
118 4 3 Scotch Hill.
122 9 7 5 Scotsburn.
127 14 12 10 5 Meadowville
135 22 20 18 13 8 River John.
141 28 26 23 19 14 6 Denmark.
146 32 31 28 24 19 11 5 Urquharts.
147 34 33 30 25 20 12 7 2 Tatamagouche
155 42 40 38 33 28 20 15 10 8 Ross Road.
159 46 44 42 37 32 24 19 14 12 5 Wallace
162 49 47 45 40 35 27 22 17 15 8 3 Henderson's.
164 51 49 47 42 37 29 24 19 17 9 5 2 Fountain Road.
172 58 57 54 49 44 36 31 26 24 17 12 9 8 Pugwash.
167 54 52 49 45 40 32 26 21 20 12 8 5 3 5 Pugwash Junction.
171 58 56 54 49 44 36 31 26 24 16 12 9 7 9 5 Conn's Mills.
175 62 60 57 53 48 40 34 29 28 20 16 13 11 13 8 4 Hantsport.
180 66 65 62 58 53 45 39 34 32 25 21 18 16 18 13 9 5 Oxford.
183 69 68 65 60 55 47 42 37 35 28 23 20 19 21 16 12 8 3 Oxford Jct.

I. C. R. Passenger Rates and Distances.

Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.	
	1st.	Return.		1st.	Return.		1st.	Return.		1st.	Ret'n.
1	5	8	47	1 41	2 12	93	2 79	4 19	139	3 80	5 70
2	6	9	48	1 44	2 16	94	2 82	4 23	140	3 82	5 73
3	9	14	49	1 47	2 21	95	2 85	4 28	141	3 84	5 76
4	12	18	50	1 50	2 25	96	2 88	4 32	142	3 86	5 79
5	15	23	51	1 53	2 30	97	2 91	4 37	143	3 88	5 82
6	18	27	52	1 56	2 34	98	2 94	4 41	144	3 90	5 85
7	21	32	53	1 59	2 39	99	2 97	4 46	145	3 92	5 88
8	24	36	54	1 62	2 43	100	3 00	4 50	146	3 94	5 91
9	27	41	55	1 65	2 48	101	3 00	4 50	147	3 96	5 94
10	30	45	56	1 68	2 52	102	3 00	4 50	148	3 98	5 97
11	33	50	57	1 71	2 57	103	3 00	4 50	149	4 00	6 00
12	36	54	58	1 74	2 61	104	3 00	4 50	150	4 02	6 03
13	39	59	59	1 77	2 66	105	3 00	4 50	151	4 04	6 06
14	42	63	60	1 80	2 70	106	3 00	4 50	152	4 06	6 09
15	45	68	61	1 83	2 75	107	3 00	4 50	153	4 07	6 11
16	48	72	62	1 86	2 79	108	3 00	4 50	154	4 09	6 14
17	51	77	63	1 89	2 84	109	3 03	4 55	155	4 11	6 17
18	54	81	64	1 92	2 88	110	3 06	4 59	156	4 12	6 18
19	57	86	65	1 95	2 93	111	3 09	4 64	157	4 14	6 21
20	60	90	66	1 98	2 97	112	3 12	4 68	158	4 15	6 23
21	63	95	67	2 01	3 02	113	3 15	4 73	159	4 17	6 26
22	66	99	68	2 04	3 06	114	3 18	4 77	160	4 18	6 27
23	69	1 04	69	2 07	3 11	115	3 21	4 82	161	4 20	6 30
24	72	1 08	70	2 10	3 15	116	3 24	4 86	162	4 21	6 32
25	75	1 13	71	2 13	3 20	117	3 27	4 91	163	4 22	6 33
26	78	1 17	72	2 16	3 24	118	3 30	4 95	164	4 23	6 35
27	81	1 22	73	2 19	3 29	119	3 33	5 00	165	4 24	6 36
28	84	1 26	74	2 22	3 33	120	3 36	5 04	166	4 25	6 38
29	87	1 31	75	2 25	3 38	121	3 39	5 09	167	4 27	6 41
30	90	1 35	76	2 28	3 42	122	3 42	5 13	168	4 28	6 42
31	93	1 40	77	2 31	3 47	123	3 45	5 18	169	4 30	6 45
32	96	1 44	78	2 34	3 51	124	3 48	5 22	170	4 32	6 48
33	99	1 49	79	2 37	3 56	125	3 51	5 27	171	4 34	6 51
34	1 02	1 53	80	2 40	3 60	126	3 54	5 31	172	4 36	6 54
35	1 05	1 58	81	2 43	3 65	127	3 56	5 34	173	4 37	6 56
36	1 08	1 62	82	2 46	3 69	128	3 58	5 37	174	4 38	6 57
37	1 11	1 67	83	2 49	3 74	129	3 60	5 40	175	4 39	6 59
38	1 14	1 71	84	2 52	3 78	130	3 62	5 43	176	4 40	6 60
39	1 17	1 76	85	2 55	3 83	131	3 64	5 46	177	4 41	6 62
40	1 20	1 80	86	2 58	3 87	132	3 66	5 49	178	4 43	6 65
41	1 23	1 85	87	2 61	3 92	133	3 68	5 52	179	4 44	6 66
42	1 26	1 89	88	2 64	3 96	134	3 70	5 54	180	4 45	6 68
43	1 29	1 94	89	2 67	4 01	135	3 72	5 58	181	4 46	6 69
44	1 32	1 98	90	2 70	4 05	136	3 74	5 61	182	4 47	6 71
45	1 35	2 03	91	2 73	4 10	137	3 76	5 64	183	4 49	6 74
46	1 38	2 07	92	2 76	4 14	138	3 78	5 67	184	4 51	6 77

Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.	
	1st.	Return.		1st.	Return.		1st.	Return.		1st.	Return
185	4 52	6 78	236	5 39	8 09	287	6 22	9 33	338	7 04	10 56
186	4 53	6 80	237	5 41	8 12	288	6 23	9 35	339	7 06	10 59
187	4 54	6 81	238	5 43	8 15	289	6 24	9 36	340	7 08	10 62
188	4 55	6 83	239	5 45	8 18	290	6 25	9 38	341	7 10	10 65
189	4 56	6 84	240	5 46	8 19	291	6 26	9 39	342	7 12	10 68
190	4 58	6 87	241	5 47	8 21	292	6 27	9 41	343	7 14	10 71
191	4 60	6 90	242	5 48	8 22	293	6 29	9 44	344	7 16	10 74
192	4 62	6 93	243	5 49	8 24	294	6 31	9 47	345	7 18	10 77
193	4 64	6 96	244	5 51	8 27	295	6 33	9 50	346	7 20	10 80
194	4 66	6 99	245	5 53	8 30	296	6 35	9 53	347	7 22	10 83
195	4 68	7 02	246	5 55	8 33	297	6 37	9 56	348	7 24	10 86
196	4 70	7 05	247	5 57	8 36	298	6 39	9 59	349	7 26	10 89
197	4 72	7 08	248	5 59	8 39	299	6 41	9 62	350	7 28	10 92
198	4 74	7 11	249	5 61	8 42	300	6 43	9 65	351	7 30	10 95
199	4 76	7 14	250	5 62	8 43	301	6 45	9 68	352	7 31	10 97
200	4 78	7 17	251	5 63	8 45	302	6 47	9 71	353	7 32	10 98
201	4 80	7 20	252	5 64	8 46	303	6 48	9 72	354	7 34	11 01
202	4 82	7 23	253	5 65	8 48	304	6 49	9 74	355	7 36	11 04
203	4 84	7 26	254	5 66	8 49	305	6 50	9 75	356	7 38	11 07
204	4 86	7 29	255	5 68	8 52	306	6 51	9 77	357	7 40	11 10
205	4 88	7 32	256	5 70	8 55	307	6 52	9 78	358	7 42	11 13
206	4 90	7 35	257	5 72	8 58	308	6 54	9 81	359	7 44	11 16
207	4 91	7 37	258	5 74	8 61	309	6 56	9 84	360	7 46	11 19
208	4 92	7 38	259	5 76	8 64	310	6 58	9 87	361	7 48	11 22
209	4 93	7 40	260	5 78	8 67	311	6 60	9 90	362	7 50	11 25
210	4 94	7 41	261	5 80	8 70	312	6 62	9 93	363	7 52	11 28
211	4 96	7 44	262	5 81	8 72	313	6 64	9 96	364	7 54	11 31
212	4 98	7 47	263	5 82	8 73	314	6 66	9 99	365	7 55	11 33
213	5 00	7 50	264	5 83	8 75	315	6 68	10 02	366	7 56	11 34
214	5 02	7 53	265	5 84	8 76	316	6 70	10 05	367	7 59	11 39
215	5 04	7 56	266	5 86	8 79	317	6 72	10 08	368	7 60	11 40
216	5 06	7 59	267	5 88	8 82	318	6 73	10 09	369	7 61	11 42
217	5 08	7 62	268	5 90	8 85	319	6 74	10 11	370	7 63	11 45
218	5 10	7 65	269	5 92	8 88	320	6 75	10 13	371	7 65	11 48
219	5 11	7 67	270	5 94	8 91	321	6 77	10 16	372	7 67	11 51
220	5 12	7 68	271	5 95	8 93	322	6 78	10 17	373	7 68	11 52
221	5 13	7 70	272	5 96	8 94	323	6 79	10 19	374	7 69	11 54
222	5 15	7 73	273	5 97	8 96	324	6 81	10 22	375	7 70	11 55
223	5 17	7 76	274	5 98	8 97	325	6 83	10 25	376	7 71	11 57
224	5 19	7 79	275	5 99	8 99	326	6 84	10 26	377	7 72	11 58
225	5 21	7 82	276	6 00	9 00	327	6 86	10 29	378	7 73	11 60
226	5 23	7 85	277	6 02	9 03	328	6 88	10 32	379	7 74	11 61
227	5 25	7 88	278	6 04	9 06	329	6 90	10 35	380	7 75	11 63
228	5 27	7 91	279	6 06	9 09	330	6 92	10 38	381	7 76	11 64
229	5 28	7 92	280	6 08	9 12	331	6 94	10 41	382	7 78	11 67
230	5 29	7 94	281	6 10	9 15	332	6 96	10 44	383	7 79	11 69
231	5 30	7 95	282	6 12	9 18	333	6 98	10 47	384	7 80	11 70
232	5 31	7 97	283	6 14	9 21	334	7 00	10 50	385	7 82	11 73
233	5 33	8 00	284	6 16	9 24	335	7 01	10 52	386	7 83	11 75
234	5 35	8 03	285	6 18	9 27	336	7 02	10 53	387	7 85	11 78
235	5 37	8 06	286	6 20	9 30	337	7 03	10 55	388	7 87	11 81

Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.	
	1st.	Return.		1st.	Return.		1st.	Return		1st.	Return
389	7 89	11 84	440	9 20	13 80	491	10 73	16 10	542	11 86	17 79
390	7 90	11 85	441	9 23	13 85	492	10 76	16 14	543	11 88	17 82
391	7 91	11 87	442	9 26	13 89	493	10 79	16 19	544	11 90	17 85
392	7 92	11 88	443	9 29	13 94	494	10 82	16 23	545	11 92	17 88
393	7 93	11 90	444	9 32	13 98	495	10 85	16 28	546	11 94	17 91
394	7 94	11 91	445	9 35	14 03	496	10 88	16 32	547	11 96	17 94
395	7 95	11 93	446	9 38	14 07	497	10 91	16 37	548	11 98	17 97
396	7 96	11 94	447	9 41	14 12	498	10 94	16 41	549	12 00	18 00
397	7 97	11 96	448	9 44	14 16	499	10 97	16 46	550	12 02	18 03
398	7 98	11 97	449	9 47	14 21	500	11 00	16 50	551	12 04	18 06
399	7 99	11 99	450	9 50	14 25	501	11 00	16 50	552	12 06	18 09
400	8 00	12 00	451	9 53	14 30	502	11 00	16 50	553	12 07	18 11
401	8 05	12 08	452	9 56	14 34	503	11 00	16 50	554	12 09	18 14
402	8 06	12 09	453	9 59	14 39	504	11 00	16 50	555	12 11	18 17
403	8 09	12 14	454	9 62	14 43	505	11 00	16 50	556	12 12	18 18
404	8 12	12 18	455	9 65	14 48	506	11 00	16 50	557	12 14	18 21
405	8 15	12 23	456	9 68	14 52	507	11 00	16 50	558	12 15	18 23
406	8 18	12 27	457	9 71	14 57	508	11 00	16 50	559	12 17	18 26
407	8 21	12 32	458	9 74	14 61	509	11 03	16 55	560	12 18	18 27
408	8 24	12 36	459	9 77	14 66	510	11 06	16 59	561	12 20	18 30
409	8 27	12 41	460	9 80	14 70	511	11 09	16 64	562	12 21	18 32
410	8 30	12 45	461	9 83	14 75	512	11 12	16 68	563	12 22	18 33
411	8 33	12 50	462	9 86	14 79	513	11 15	16 73	564	12 23	88 35
412	8 36	12 54	463	9 89	14 84	514	11 18	16 77	565	12 24	18 36
413	8 39	12 59	464	9 92	14 88	515	11 21	16 82	566	12 25	18 38
414	8 42	12 63	465	9 95	14 93	516	11 24	16 86	567	12 27	18 41
415	8 45	12 68	466	9 98	14 97	517	11 27	16 91	568	12 28	18 42
416	8 48	12 72	467	10 01	15 02	518	11 30	16 95	569	12 30	18 45
417	8 51	12 77	468	10 04	15 06	519	11 33	17 00	570	12 32	18 48
418	8 54	12 81	469	10 07	15 11	520	11 36	17 04	571	12 34	18 51
419	8 57	12 86	470	10 10	15 15	521	11 39	17 09	572	12 36	18 54
420	8 60	12 90	471	10 13	15 20	522	11 42	17 13	573	12 37	18 56
421	8 63	12 95	472	10 16	15 24	523	11 45	17 18	574	12 38	18 57
422	8 66	12 99	473	10 19	15 29	524	11 48	17 22	575	12 39	18 59
423	8 69	13 04	474	10 22	15 33	525	11 51	17 27	576	12 40	18 60
424	8 72	13 08	475	10 25	15 38	526	11 54	17 31	577	12 41	18 62
425	8 75	13 13	476	10 28	15 42	527	11 56	17 34	578	12 43	18 65
426	8 78	13 17	477	10 31	15 47	528	11 58	17 37	579	12 44	18 66
427	8 81	13 22	478	10 34	15 51	529	11 60	17 40	580	12 45	18 68
428	8 84	13 26	479	10 37	15 56	530	11 62	17 43	581	12 46	18 69
429	8 87	13 31	480	10 40	15 60	531	11 64	17 46	582	12 47	18 71
430	8 90	13 35	481	10 43	15 65	532	11 66	17 49	583	12 49	18 74
431	8 93	13 40	482	10 46	15 69	533	11 68	17 52	584	12 51	18 77
432	8 96	13 44	483	10 49	15 74	534	11 70	17 54	585	12 52	18 78
433	8 99	13 49	484	10 52	15 78	535	11 72	17 58	586	12 53	18 80
434	9 02	13 53	485	10 55	15 83	536	11 74	17 61	587	12 54	18 81
435	9 05	13 58	486	10 58	15 87	537	11 76	17 64	588	12 55	18 83
436	9 08	13 62	487	10 61	15 92	538	11 78	17 67	589	12 56	18 84
437	9 11	13 67	488	10 64	15 96	539	11 80	17 70	590	12 58	18 87
438	9 14	13 71	489	10 67	16 01	540	11 82	17 73	591	12 60	18 90
439	9 17	13 76	490	10 70	16 05	541	11 84	17 76	592	12 62	18 93

Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.	
	1st	Return.		1st.	Return.		1st.	Return.		1st.	Return
593	12 64	18 96	644	13 51	20 27	695	14 33	21 50	746	15 20	22 80
594	12 66	18 99	645	13 53	20 30	696	14 35	21 53	747	15 22	22 83
595	12 68	19 02	646	13 55	20 33	697	14 37	21 56	748	15 24	22 86
596	12 70	19 05	647	13 57	20 36	698	14 39	21 59	749	15 26	22 89
597	12 72	19 08	648	13 59	20 39	699	14 41	21 62	750	15 28	22 92
598	12 74	19 11	649	13 61	20 42	700	14 43	21 65	751	15 30	22 95
599	12 76	19 14	650	13 62	20 43	701	14 45	21 68	752	15 31	22 97
600	12 78	19 17	651	13 63	20 45	702	14 47	21 71	753	15 32	22 98
601	12 80	19 20	652	13 64	20 46	703	14 48	21 72	754	15 34	23 01
602	12 82	19 23	653	13 65	20 48	704	14 49	21 74	755	15 36	23 04
603	12 84	19 26	654	13 66	20 49	705	14 50	21 75	756	15 38	23 07
604	12 86	19 29	655	13 68	20 52	706	14 51	21 77	757	15 40	23 10
605	12 88	19 32	656	13 70	20 55	707	14 52	21 78	758	15 42	23 13
606	12 90	19 35	657	13 72	20 58	708	14 54	21 81	759	15 44	23 16
607	12 91	19 37	658	13 74	20 61	709	14 56	21 84	760	15 46	23 19
608	12 92	19 38	659	13 76	20 64	710	14 58	21 87	761	15 48	23 22
609	12 93	19 40	660	13 78	20 67	711	14 60	21 90	762	15 50	23 25
610	12 94	19 41	661	13 80	20 70	712	14 62	21 93	763	15 52	23 28
611	12 96	19 44	662	13 81	20 72	713	14 64	21 96	764	15 54	23 31
612	12 98	19 47	663	13 82	20 73	714	14 66	21 99	765	15 55	23 33
613	13 00	19 50	664	13 83	20 75	715	14 68	22 02	766	15 56	23 34
614	13 02	19 53	665	13 84	20 76	716	14 70	22 05	767	15 59	23 39
615	13 04	19 56	666	13 86	20 79	717	14 72	22 08	768	15 60	23 40
616	13 06	19 59	667	13 88	20 82	718	14 73	22 09	769	15 61	23 42
617	13 08	19 62	668	13 90	20 85	719	14 74	22 11	770	15 63	23 45
618	13 10	19 65	669	13 92	20 88	720	14 75	22 13	771	15 65	23 48
619	13 11	19 67	670	13 94	20 90	721	14 77	22 16	772	15 67	23 51
620	13 12	19 68	671	13 95	20 93	722	14 78	22 17	773	15 68	23 52
621	13 13	19 70	672	13 96	20 94	723	14 79	22 19	774	15 69	23 54
622	13 15	19 73	673	13 97	20 96	724	14 81	22 22	775	15 70	23 55
623	13 17	19 76	674	13 98	20 97	725	14 83	22 25	776	15 71	23 57
624	13 19	19 79	675	13 99	20 99	726	14 84	22 26	777	15 72	23 58
625	13 21	19 82	676	14 00	21 00	727	14 86	22 29	778	15 73	23 60
626	13 23	19 85	677	14 02	21 03	728	14 88	22 32	779	15 74	23 61
627	13 25	19 88	678	14 04	21 06	729	14 90	22 35	780	15 75	23 63
628	13 27	19 91	679	14 06	21 09	730	14 92	22 38	781	15 76	23 64
629	13 28	19 92	680	14 08	21 12	731	14 94	22 41	782	15 78	23 67
630	13 29	19 94	681	14 10	21 15	732	14 96	22 44	783	15 79	23 69
631	13 30	19 95	682	14 12	21 18	733	14 98	22 47	784	15 80	23 70
632	13 31	19 97	683	14 14	21 21	734	15 00	22 50	785	15 82	23 73
633	13 33	20 00	684	14 16	21 24	735	15 01	22 52	786	15 83	23 75
634	13 35	20 03	685	14 18	21 27	736	15 02	22 53	787	15 85	23 78
635	13 37	20 06	686	14 20	21 30	737	15 03	22 55	788	15 87	23 81
636	13 39	20 09	687	14 22	21 33	738	15 04	22 56	789	15 89	23 84
637	13 41	20 12	688	14 23	21 35	739	15 06	22 59	790	15 90	23 85
638	13 43	20 15	689	14 24	21 36	740	15 08	22 62	791	15 91	23 87
639	13 45	20 18	690	14 25	21 38	741	15 10	22 65	792	15 92	23 88
640	13 46	20 19	691	14 26	21 39	742	15 12	22 68	793	15 93	23 90
641	13 47	20 21	692	14 27	21 41	743	15 14	22 71	794	15 94	23 91
642	13 48	20 22	693	14 29	21 44	744	15 16	22 74	795	15 95	23 93
643	13 49	20 24	694	14 31	21 47	745	15 18	22 77	796	15 96	23 94

Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.		Mls.	CLASS.	
	1st.	Return.		1st.	Return.		1st.	Return.		1st.	Return
797	15 97	23 96	811	16 22	24 33	825	16 50	24 75	839	16 78	25 17
798	15 98	23 97	812	16 24	24 36	826	16 52	24 78	840	16 80	25 20
799	15 99	23 99	813	16 26	24 39	827	16 54	24 81	841	16 82	25 23
800	16 00	24 00	814	16 28	24 42	828	16 56	24 84	842	16 84	25 26
801	16 02	24 03	815	16 30	24 45	829	16 58	24 87	843	16 86	25 29
802	16 04	24 06	816	16 32	24 48	830	16 60	24 90	844	16 88	25 32
803	16 06	24 09	817	16 34	24 51	831	16 62	24 93	845	16 90	25 35
804	16 08	24 12	818	16 36	24 54	832	16 64	24 96	846	16 92	25 38
805	16 10	24 15	819	16 38	24 57	833	16 66	24 99	847	16 94	25 41
806	16 12	24 18	820	16 40	24 60	834	16 68	25 02	848	16 96	25 44
807	16 14	24 21	821	16 42	24 63	835	16 70	25 05	849	16 98	25 47
808	16 16	24 24	822	16 44	24 66	836	16 72	25 08	850	17 00	25 50
809	16 18	24 27	823	16 46	24 69	837	16 74	25 11			
810	16 20	24 30	824	16 48	24 72	838	16 76	25 14			

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TABLE No. 10—Halifax to Middleton via (D. A. R.) 102 Miles.

HALIFAX N. S., to

1	Richmond.																											
4	3	Rockingham.																										
9	8	5	Bedford.																									
14	13	10	5	Windsor Junction, (change here for St. John and intermediate places by (I. C. R.) see Table Nos. 1 and 2.																								
17	16	13	8	3	Beaver Bank.																							
27	26	23	18	13	10	Mount Uniacke.																						
37	36	33	28	23	20	10	Ellershouse.																					
40	39	36	31	26	23	13	3	Newport.																				
46	45	42	37	32	29	19	9	6	Windsor.																			
48	47	44	39	34	31	21	11	8	2	Falmouth.																		
53	52	49	44	39	36	26	16	13	7	5	Hantsport.																	
58	57	54	49	44	41	31	21	18	12	10	5	Avonport.																
60	59	56	51	46	43	33	23	20	14	12	7	2	Horton's Landing.															
61	60	57	52	47	44	34	24	21	15	13	8	3	1	Grand Pre.														
64	63	60	55	50	47	37	27	24	18	16	11	6	4	3	Wolfville.													
66	65	62	57	52	49	39	29	26	20	18	13	8	6	5	2	Port Williams.												
71	70	67	62	57	54	44	34	31	25	23	18	13	11	10	7	5	Kentville, (to Canning and Kingsport, 14 miles).											
76	75	72	67	62	59	49	39	36	30	28	23	18	16	15	12	10	5	Coldbrook.										
78	77	74	69	64	61	51	41	38	32	30	25	20	18	17	14	12	7	2	Cambridge.									
80	79	76	71	66	63	53	43	40	34	32	27	22	20	19	16	14	9	4	2	Waterville.								
83	82	79	74	69	66	56	46	43	37	35	30	25	23	22	19	17	12	7	5	3	Berwick.							
88	87	84	79	74	71	61	51	48	42	40	35	30	28	27	24	22	17	12	10	8	5	Aylesford.						
90	89	86	81	76	73	63	53	50	44	42	37	32	30	29	26	24	19	14	12	10	7	2	Auburn.					
95	94	91	86	81	78	68	58	55	49	47	42	37	35	34	31	29	24	19	17	15	12	7	5	Kingston.				
98	97	94	89	84	81	71	61	58	52	50	45	40	38	37	34	32	27	22	20	18	15	10	8	3	Wilmot			
102	101	98	93	88	85	75	65	62	56	54	49	44	42	41	38	36	31	26	24	22	19	14	12	7	4	Middleton, (change here for Bridgewater and Lunenburg via Central Railway, 74 miles.)		

TABLE No. 11.—Middleton to Yarmouth via (D. A. R.) 115 Miles.

HALIFAX TO

102	Middleton, N. S., to																																	
108	6	Lawrencetown.																																
111	9	3	Paradise.																															
116	14	8	5	Bridgetown.																														
124	22	16	13	8	Roundhill.																													
130	28	22	19	14	6	Annapolis Royal.																												
134	32	26	23	18	10	4	Upper Clements.																											
138	36	30	27	22	14	8	4	Clementsport.																										
141	39	33	30	25	17	11	7	3	Deep Brook.																									
144	42	36	33	28	20	14	10	6	3	Bear River Station to Bear River Town by Coach 4 miles.																								
147	45	39	36	31	23	17	13	9	6	3	Smith's Cove.																							
150	48	42	39	34	26	20	16	12	9	6	3	Digby.																						
154	52	46	43	38	30	24	20	16	13	10	7	4	Jordontown.																					
159	57	51	48	43	35	29	25	21	18	15	12	9	5	Bloomfield.																				
161	59	53	50	45	37	31	27	23	20	17	14	11	7	2	Worth Range.																			
164	62	56	53	48	40	34	30	26	23	20	17	14	10	5	3	Plympton.																		
166	64	58	55	50	42	36	32	28	25	22	19	16	12	7	5	2	Sissiboo Falls.																	
172	70	64	61	56	48	42	38	34	31	28	25	22	18	13	11	8	6	Weymouth.																
176	74	68	65	60	52	46	42	38	35	32	29	26	22	17	15	12	10	4	Belliveau.															
180	78	72	69	64	56	50	46	42	39	36	33	30	26	21	19	16	14	8	4	Church Point.														
182	80	74	71	66	58	52	48	44	41	38	35	32	28	23	21	18	16	10	6	2	Little Brook.													
184	82	76	73	68	60	54	50	46	43	40	37	34	30	25	23	20	18	12	8	4	2	Saulmersville.												
187	85	79	76	71	63	57	53	49	46	43	40	37	33	28	26	23	21	15	11	7	5	3	Meteghan.											
191	89	83	80	75	67	61	57	53	50	47	44	41	37	32	30	27	25	19	15	11	9	7	4	Maxwelton.										
196	94	88	85	80	72	66	62	58	55	52	49	46	42	37	35	32	30	24	20	16	14	12	9	5	Hectanooga.									
200	98	92	89	84	76	70	66	62	59	56	53	50	46	41	39	36	34	28	24	20	18	16	13	9	4	Lake Annis.								
204	102	96	93	88	80	74	70	66	63	60	57	54	50	45	43	40	38	32	28	24	22	20	17	13	8	4	Brazil Lake.							
207	105	99	96	91	83	77	73	69	66	63	60	57	53	48	46	43	41	35	31	27	25	23	20	16	11	7	3	Pitman Road.						
210	108	102	99	94	86	80	76	72	69	66	63	60	56	51	49	46	44	38	34	30	28	26	23	19	14	10	6	3	Ohio.					
212	110	104	101	96	88	82	78	74	71	68	65	62	58	53	51	48	46	40	36	32	30	28	25	21	16	12	8	5	2	Hebron.				
217	115	109	106	101	93	87	83	79	76	73	70	67	63	58	56	53	51	45	41	37	35	33	30	26	21	17	13	10	7	5	Yarmouth.			

Halifax to Middleton 102 miles see Table No. 10.

D. A. R. Passenger Traffic Rates.

HALIFAX TO

To	Halifax 1st.	Ret.	Windsor Jct. 1st.	Ret.	Windsor. 1st.	Ret.	Wolfville. 1st	Ret.	Kentville. 1st	Ret	Rerwick. 1st	Ret	Middleton. 1st	Ret	Bridgetown. 1st	Ret
Windsor Jct.	.42	.63														
Windsor.	1.38	2.30	.96	1.60												
Wolfville.	1.95	3.20	1.50	2.50	.35	.90										
Kentville.	2.15	2.55	1.75	2.85	.75	1.25	.25	.40								
Rerwick.	2.55	4.15	2.10	3.45	1.15	1.85	.60	.95	.40	.60						
Middleton.	3.05	5.10	2.65	4.40	1.70	2.80	1.15	1.90	.95	1.55	.60	.95				
Bridgetown.	3.45	5.80	3.10	5.10	2.10	3.50	1.60	2.60	1.35	2.25	1.00	1.65	.45	.70		
Annapolis.	3.80	6.50	3.45	5.80	2.55	4.20	2.00	3.30	1.80	2.95	1.45	2.35	.85	1.40	.45	.70
Bear River.	4.05	7.20	3.90	6.50	3.00	4.90	2.45	4.00	2.25	3.65	1.90	3.05	1.30	2.10	.90	1.40
Digby.	4.10	7.30	3.95	6.60	3.05	5.00	2.50	4.10	2.30	3.75	1.95	3.15	1.35	2.20	.95	1.50
Weymouth.	4.75	8.40	4.60	7.70	3.70	6.10	3.15	5.20	2.95	4.85	2.60	4.25	2.00	3.30	1.60	2.60
Meteghan.	5.20	9.20	5.05	8.50	4.15	6.90	3.60	6.00	3.40	5.65	3.05	5.05	2.45	4.10	2.05	3.40
Hectanooga.	5.40	9.55	5.40	9.10	4.55	7.50	4.00	6.60	3.80	6.25	3.45	5.65	2.85	4.70	2.45	4.00
Yarmouth.	6.00	10.50	5.85	9.80	4.95	8.20	4.40	7.30	4.20	6.95	3.85	6.35	3.25	5.40	2.85	4.70
St. John, N. B.	5.25	7.50	5.25	7.50	4.00	6.70	3.50	5.80	3.25	5.50	3.25	4.85	2.85	4.30	2.50	3.75
Parrsboro via E. N. Co.	3.60	5.80	3.20	5.10	2.20	3.50	1.70	2.65	1.45	2.25	1.85	2.85	2.40	3.80	2.80	4.50

To	Annapolis. 1st	Ret	Bear River. 1st	Ret	Digby. 1st	Ret	Weymouth. 1st	Ret	Meteghan. 1st	Ret	Hectanooga. 1st	Ret	Yarmouth. 1st	Ret	St. John, N. B. 1st	Ret
Bear River.	.45	.70														
Digby.	.60	1.00	.20	.30												
Weymouth.	1.25	2.10	.85	1.40	.65	1.10										
Meteghan.	1.70	2.85	1.30	2.15	1.10	1.85	.45	.75								
Hectanooga.	2.00	3.30	1.55	2.60	1.40	2.30	.75	1.20	.30	.45						
Yarmouth.	2.60	4.35	2.20	3.65	2.00	3.35	1.35	2.25	.90	1.50	.65	1.05				
St. John, N. B.	2.00	3.50	1.70	2.80	1.50	2.50	2.15	3.60	2.60	4.35	2.90	4.80	3.30	5.50		
Parrsboro via E. N. Co.	3.25	5.20	3.70	5.90	3.75	6.00	4.40	7.10	4.85	7.90	5.25	8.50	5.65	9.20	3.75	6.60

TABLE No. 12.—D. A. R., Kentville to Canning and Kingsport, 14 Miles.

HALIFAX TO KENTVILLE, see Table No. 10.

71	Kentville To						
74	3	Millvillage.					
76	5	2	Centreville.				
78	7	4	2	Sheffield Mills.			
80	9	6	4	2	Hillarton (Canard).		
82	11	8	6	4	2	Canning.	
85	14	11	9	7	5	3	Kingsport. To Parsboro, N. S., by boat.

D. A. R. Passenger Tariff.

KENTVILLE, N. S., TO

To	Kentville 1st	Ret	Millvillage. 1st	Ret	Centreville. 1st	Ret	Sheffield Mills. 1st	Ret	Hillarton (Canard). 1st	Ret	Canning. 1st	Ret
Millvillage.	15	25										
Centreville.	20	30	10	15								
Sheffield Mills.	27	40	20	30	10	15						
Hillarton (Canard).	35	50	25	35	20	30	10	15				
Canning.	40	60	30	45	25	35	20	30	10	15		
Kingsport.	50	75	40	60	35	50	27	40	20	30	15	25

Middleton to Bridgewater and Lunenburg, 74 Miles. TABLE No. 13.
Central Railway (Nova Scotia).

HALIFAX TO MIDDLETON. See Table No. 10.

Halifax	Middleton	Nictau	Alpena	Albany	Dalhousie	Springfield	Cherryfield	New Germany	Riversdale	Northfield	Bridgewater	Blockhouse	Mahone	
102														Middleton To
106	4													Nictau.
112	10	6												Alpena.
114	12	8	2											Albany.
124	22	18	12	10										Dalhousie.
131	29	25	19	17	7									Springfield.
135	33	29	23	21	11	4								Cherryfield.
142	40	36	30	28	18	11	7							New Germany.
147	45	41	35	33	23	16	12	5						Riversdale.
149	47	43	37	35	25	18	14	7	2					Northfield.
158	56	52	46	44	34	27	23	16	11	9				Bridgewater.
167	65	61	55	53	43	36	32	25	20	18	9			Blockhouse.
169	67	63	57	55	45	38	34	27	22	20	11	2		Mahone.
176	74	70	64	62	52	45	41	34	29	27	18	9	7	Lunenburg.

Passenger Tariff Rates — Central Railway, N. S.

MIDDLETON TO (Middleton to Bridgewater and Lunenburg).

Middleton 1st	Ret	Nictau 1st	Ret	Alpena 1st	Ret	Albany 1st	Ret	Dalhousie 1st	Ret	Springfield 1st	Ret	Cherryfield 1st	Ret	New Germany 1st	Ret	Riversdale 1st	Ret	Northfield 1st	Ret	Bridgewater 1st	Ret	Blockhouse 1st	Ret	Mahone 1st	Ret	
.15	.25																									Nictau.
.30	.50	.20	.35																							Alpena.
.40	.65	.25	.45	.10	.20																					Albany.
.70	1.15	.55	.95	.40	.65	.30	.50																			Dalhousie.
.90	1.50	.75	1.25	.60	1.00	.55	.90	.25	.40																	Springfield.
1.00	1.70	.90	1.50	.70	1.20	.65	1.10	.35	.60	.15	.25															Cherryfield.
1.20	2.00	1.10	1.85	.90	1.50	.85	1.45	.55	.95	.35	.60	.25	.40													New Germany.
1.35	2.25	1.25	2.10	1.05	1.75	1.00	1.70	.70	1.20	.50	.85	.40	.65	.15	.25											Riversdale.
1.45	2.40	1.30	2.20	1.15	1.90	1.05	1.75	.75	1.25	.65	.95	.45	.75	.25	.40	.10	.20									Northfield.
1.70	2.85	1.60	2.65	1.40	2.35	1.35	2.25	1.05	1.75	.85	1.40	.70	1.20	.50	.85	.35	.60	.30	.50							Bridgewater.
1.95	3.25	1.85	3.10	1.65	2.75	1.60	2.70	1.30	2.20	1.10	1.85	1.00	1.65	.75	1.25	.60	1.00	.55	.95	.30	.50					Blockhouse.
2.05	3.40	1.90	3.20	1.75	2.90	1.65	2.75	1.35	2.25	1.15	1.95	1.05	1.75	.85	1.40	.70	1.15	.60	1.00	.35	.60	.10	.20			Mahone.
2.25	3.75	2.10	3.50	1.95	3.25	1.90	3.15	1.60	2.65	1.35	2.25	1.25	2.10	1.05	1.75	.90	1.50	.80	1.35	.40	.75	.30	.50	.20	.35	Lunenburg.

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TABLE No. 14. — Norton, N. B., to Chipman, N. B., Central Railway, 45 Miles. (Northern Division).

HALIFAX TO NORTON, 243 miles. See Table No. 1 & 2.

Halifax	Station	Norton	Case Settlement	Gillis	Belleisle	Sargison	Scotch Settlement	Annindale	Thornes	Thompsons	Cody's	Washademoak	Bagdad	Young's Cove Road	Partridge Valley	Granville	Cumberland Bay	Coal Creek	Pennlyn
243	Norton to																		
248	Case Settlement.	5																	
249	Gillis.	6	1																
251	Belleisle.	8	3	2															
253	Sargison.	10	5	4	2														
255	Scotch Settlement.	12	7	6	4	2													
257	Annindale.	14	9	8	6	4	2												
259	Thornes.	16	11	10	8	6	4	2											
262	Thompsons.	19	14	13	11	9	7	5	3										
264	Cody's.	21	16	15	13	11	9	7	5	2									
265	Washademoak.	22	17	16	14	12	10	8	6	3	1								
267	Bagdad.	24	19	18	16	14	12	10	8	5	3	2							
269	Young's Cove Road.	26	21	20	18	16	14	12	10	7	5	4	2						
270	Partridge Valley.	27	22	21	19	17	15	13	11	8	6	5	3	1					
276	Granville.	33	28	27	25	23	21	19	17	14	12	11	9	7	6				
277	Cumberland Bay.	34	29	28	26	24	22	20	18	15	13	12	10	8	8	1			
281	Coal Creek.	38	33	32	30	28	26	24	22	19	17	16	14	12	11	5	4		
282	Pennlyn.	39	34	33	31	29	27	25	23	20	18	17	15	13	12	6	5	1	
288	Chipman.	45	40	39	37	35	33	31	29	26	24	23	21	19	18	12	11	7	6

Passenger Tariff, Noron, N. B., to Chipman, N. B., Central Railway (Northern Division).

NORTON, N. B., TO

To	Norton 1st	Norton Ret	Case Settlement 1st	Case Settlement Ret	Gillis' Platform 1st	Gillis' Platform Ret	Belleisle 1st	Belleisle Ret	Sargison 1st	Sargison Ret	Scotch Settlement 1st	Scotch Settlement Ret	Annindale 1st	Annindale Ret	Thornes 1st	Thornes Ret	Thompsons 1st	Thompsons Ret	Cody's 1st	Cody's Ret	Washademoak 1st	Washademoak Ret	Bagdad 1st	Bagdad Ret	Young's Cove Road 1st	Young's Cove Road Ret	Patridge Valley 1st	Patridge Valley Ret	Granville 1st	Granville Ret	Cumberland Bay 1st	Cumberland Bay Ret	Coal Creek 1st	Coal Creek Ret	Pennlyn 1st	Pennlyn Ret
Case Settlement.	.15	.23																																		
Gillis' Platform.	.18	.27	.10	.15																																
Belleisle.	.24	.36	.10	.15	.10	.15																														
Sargison.	.30	.45	.15	.23	.12	.18	.10	.15																												
Scotch Settlement.	.36	.54	.21	.32	.18	.27	.12	.18	.10	.15																										
Annindale.	.40	.60	.25	.38	.22	.33	.16	.24	.10	.15	.10	.15																								
Thornes.	.48	.72	.33	.50	.30	.45	.24	.36	.18	.27	.12	.18	.10	.15																						
Thompsons.	.57	.86	.42	.63	.39	.59	.33	.50	.27	.41	.21	.32	.17	.26	.10	.15																				
Cody's.	.61	.92	.46	.69	.43	.65	.37	.56	.31	.47	.25	.38	.21	.32	.13	.20	.10	.15																		
Washademoak.	.66	.99	.51	.77	.48	.72	.42	.63	.36	.54	.30	.45	.26	.39	.18	.27	.10	.15	.10	.15																
Bagdad.	.72	1.08	.57	.86	.54	.81	.48	.72	.42	.63	.36	.54	.42	.48	.21	.36	.15	.23	.11	.17	.10	.15														
Young,s Cove Road.	.78	1.17	.63	.95	.60	.90	.54	.81	.48	.72	.42	.63	.38	.57	.30	.45	.21	.32	.17	.26	.12	.18	.10	.15												
Patridge Valley.	.81	1.22	.66	.99	.63	.95	.57	.86	.51	.77	.45	.68	.41	.62	.33	.50	.24	.36	.20	.30	.15	.23	.10	.15	.10	.15										
Granville.	.97	1.46	.82	1.23	.79	1.19	.73	1.10	.67	1,01	.61	.92	.57	.86	.49	.74	.40	.60	.36	.54	.31	.47	.25	.38	.19	.29	.16	.24								
Cumberland Bay.	1.03	1.55	.90	1.35	.87	1.31	.81	1.22	.75	1.13	.69	1.04	.65	.98	.57	.86	.43	.72	.44	.66	.39	.59	.33	.50	.27	.41	.22	.33	.10	.15						
Coal Creek.	1.14	1.71	.99	1.49	.96	1.44	.90	1.35	.84	1.26	.78	1.17	.74	1.11	.66	.99	.57	.86	.53	.80	.48	.72	.42	.63	.36	.54	.33	.50	.17	.26	.11	.17				
Pennlyn.	1.17	1.76	1.02	1,53	.99	1.49	.93	1.40	.87	1,31	.81	1.22	.77	1.16	.69	1.04	.60	.90	.56	.84	.51	.77	.45	.68	.39	.59	.36	.54	.20	.30	.14	.21	.10	.15		
Chipman.	1.35	2.03	1.20	1.80	1.17	1.76	1.11	1.67	1.05	1.58	.99	1.49	.95	1.43	.87	1.31	.78	1.17	.74	1.11	.69	1.04	.63	.95	.57	.86	.54	.81	.33	.57	.32	.48	.21	.32	.18	.27

Table No. 15.—Hampton to St. Martins, 30 miles, (Central Railway Southern Division.

Halifax to Hampton 253 miles. (See Table 2)

253	Hampton to											
258	5	Smith Town.										
260	7	2	Robertson Road.									
261	8	3	1	Hammond.								
264	11	6	4	3	Barnesville.							
266	13	8	6	5	2	Titus Mills,						
267	14	9	7	6	3	1	Upham.					
270	17	12	10	9	7	4	3	McFee's				
272	19	14	12	11	9	6	5	2	Porter's Road.			
275	22	17	15	14	12	9	8	5	3	Henry Lake.		
281	28	23	21	20	18	15	14	11	9	6	Quaco.	
283	30	25	23	22	20	17	16	13	11	8	2	Beach Street, (St. Martins).

Passenger Tariff.—Hampton to St. Martins, N. B., Southern Division, Central Railway.

HAMPTON TO

1st.	Ret.																							
.15	.23	Smithtown.																						
		1st.	Ret.																					
.21	.32	.10	.15	Robertson.																				
				1st.	Ret.																			
.27	.41	.12	.18	.10	.15	Hammond.																		
						1st.	Ret.																	
.33	.50	.18	.27	.12	.18	.10	.15	Barnesville.																
							1st.	Ret.																
.39	.59	.24	.36	.18	.27	.12	.18	.10	.15	Titus Mills.														
								1st.	Ret.															
.42	.63	.27	.41	.21	.32	.15	.23	.10	.15	.10	.15	Upham.												
									1st.	Ret.														
.51	.77	.36	.54	.30	.45	.24	.36	.18	.27	.12	.18	.10	.15	Handfords Brook.										
										1st.	Ret.													
.57	.86	.42	.63	.36	.54	.30	.45	.24	.36	.18	.27	.15	.23	.10	.15	Porters' Road.								
															1st.	Ret.								
.66	.99	.51	.77	.45	.68	.39	.59	.33	.50	.27	.41	.24	.36	.15	.23	.10	.15	Henry Lake.						
																	1st.	Ret.						
.87	1.31	.72	1.08	.66	.99	.60	.90	.54	.81	.48	.72	.45	.68	.36	.54	.30	.45	.21	.32	Quacoand Beach Street (St. Martins.				

3 Cents per Mile Single, 4½ Return.

McALPINE'S PRINCE EDWARD ISLAND DIRECTORY

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NAMES OF STATIONS.

TABLE No. 16.—Moncton to Buctouche, 32 Miles, via Moncton and Buctouche R. R.

HALIFAX TO MONCTON. See Table No. 2.

Moncton to											
1	Lewisville.										
2	1	Humphreys.									
7	6	5	Irishtown.								
10	9	8	3	Cape Breton.							
12	11	10	5	2	Scotch Settlement.						
15	14	13	8	5	3	McDougalls.					
19	18	17	12	9	7	4	Notre Dame.				
20	19	18	13	10	8	5	1	Cocaigne.			
24	23	22	17	14	12	9	5	4	St. Anthony.		
27	26	25	20	17	15	12	8	7	3	Little River.	
32	31	30	25	22	20	17	13	12	8	5	Buctouche.

Buctouche and Moncton Railway Passenger Tariff.

MONCTON TO

.05	Lewisville.										
.10	.05	Humphreys.									
.22	.20	.17	Irishtown.								
.30	.27	.24	.07	Cape Breton.							
.36	.33	30	.13	.10	Scotch Settlement.						
.45	.42	.39	.22	.15	.10	McDougalls.					
.57	.54	.51	.34	.27	.21	.12	Notre Dame.				
.60	.57	.54	.37	.30	.24	.15	.05	Cocaigne.			
.70	.67	.64	.48	.40	.34	.25	.14	.12	St. Anthony.		
.83	.80	.77	.61	.53	.47	.38	.27	.25	.12	Little River.	
.96	.93	.90	.74	.66	.60	.51	.40	.38	.25	.14	Buctouche.

N. B.—Children between the ages of five and twelve year, Half Fare.

Clergymen, one half of Single Fare.

RETURN RATES: One and a half the above.

TABLE No. 17—Parrsboro to Spring Hill Junction, 30 Miles, via the Cumberland and Coal Company's Railway.

Miles.	Stations.	Parrsboro.		Lake Land.	New-ville.	West Brook.	South Hampton	East South Hampton	Springhill Mines.		Springhill Junction.	
		Single	Return						Single	Return	Single	Ret.
0	Parrsboro To		..	.13	.33	.43	.53	.63	.85	1.25		
4	Lakeland	.13	..	..	.20	.31	.40	.50	.72	..	1.00	1.50
10	Newville	.33	..	.20	..	.10	.20	.30	.58	..	.87	..
13	Westbrook,	.43	..	.31	.10	..	.10	.20	.48	..	.73	..
16	Southampton	.53	..	.40	.20	.10	..	.10	.38	..	.63	..
19	East Southampton	.63	..	.50	.30	.20	.10	..	.28	..	.53	..
27	Springhill Mines	.85	1.25	.72	.58	.48	.38	.28	..	..	.43	..
32	Springhill Junction	1.00	1.50	.87	.73	.63	.53	.43	.15	.25	.15	.25

TABLE No. 18.—Salisbury to Albert, N. B., via Salisbury and Harvey Railway, 45 Miles.

HALIFAX TO SALISBURY 199 Miles. See Tables Nos. 1 and 2.

199	Salisbury to																
202	3	Price's.															
203	4	1	Coverdale.														
209	10	7	6	Turtle Creek.													
213	14	11	10	4	Baltimore.												
216	17	14	13	7	3	Stoney Creek.											
219	20	17	16	10	6	3	Salem.										
221	22	19	18	12	8	5	2	Weldon.									
223	24	21	20	14	10	7	4	2	Hillsboro.								
228	29	26	25	19	15	12	9	7	5	Albert Mines.							
229	30	27	26	20	16	13	10	8	6	1	Woodworth's.						
230	31	28	27	21	17	14	11	9	7	2	1	Wilson's.					
231	32	29	28	22	18	15	12	10	8	3	2	1	McHenry's.				
232	33	30	29	23	19	16	13	11	9	4	3	2	1	Curryville.			
234	35	32	31	25	21	18	15	13	11	6	5	4	3	2	Cape.		
237	38	35	34	28	24	21	18	16	14	9	8	7	6	5	3	Daniels.	
241	42	39	38	32	28	25	22	20	18	13	12	11	10	9	7	4	Hopewell Hill.
243	44	41	40	34	30	27	24	22	20	15	14	13	12	11	9	6	2 Riverside.
244	45	42	41	35	31	28	25	23	21	16	15	14	13	12	10	7	3 1 Albert.

Connections at Salisbury with I. C. R. for all points.

Passenger Tariff Salisbury & Harvey Railway.

Miles	CLASS. 1st.	CLASS. Return	Miles.	CLASS. 1st.	CLASS. Return	Miles.	CLASS. 1st.	CLASS. Return.	Miles.	CLASS. 1st.	CLASS. Return.	Miles.	CLASS. 1st.	CLASS. Re't.
1	05	05	10	30	45	19	55	85	28	85	1 25	37	1 10	1 65
2	05	10	11	35	50	20	60	90	29	85	1 30	38	1 15	1 70
3	10	15	12	35	55	21	65	95	30	90	1 35	39	1 15	1 75
4	10	20	13	40	60	22	65	1 00	31	95	1 40	40	1 20	1 80
5	15	25	14	40	65	23	70	1 05	32	95	1 45	41	1 25	1 85
6	20	25	15	45	70	24	70	1 10	33	1 00	1 50	42	1 25	1 90
7	20	30	16	50	70	25	75	1 15	34	1 00	1 55	43	1 30	1 95
8	25	35	17	50	75	26	80	1 15	35	1 05	1 60	44	1 30	2 00
9	25	40	18	55	80	27	80	1 20	36	1 10	1 60	45	1 35	2 05

TABLE No. 19.—Sydney to Louisburg, C. B., 40 Miles. via Sydney & Louisburg Railway.

SYDNEY TO

0	Gardiner.								
11	11	Dominion.							
13	13	2	Bridgeport.						
16	16	5	3	Glace Bay.					
23	23	12	10	7	Morrier.				
27	27	16	14	11	4	Milton.			
31	31	20	18	15	8	4	Mira.		
36	36	25	23	20	13	9	5	Catalone.	
40	40	29	27	24	17	13	9	4	Louisburg, C. B.

Passenger Tarriff.

SYDNEY TO

	1st. Class.	Ret.
Gardiner	.20	.30
Dominion	.35	.50
Bridgeport	.40	.60
Glace Bay	.50	.75
Morrior	.70	1.05
Milton	.80	1.20
Mira	.95	1.45
Catalone	1.10	1.65
Louisburg	1.20	1.80

TABLE No. 20.—Petitcodiac to Elgin & Havelock. via Elgin & Havelock R. R.

HALIFAX to Petitcodiac, 209 Miles. See Tables Nos. 1 find 2.

209	Havelock.—To Mineral Springs, 1 Mile.									
212	3	Steves Settlement.								
214	5	2	Killams Mills.							
216	7	4	2	Wheatons Mills.						
217	8	5	3	1	Fawcetts' Mills.					
219	10	7	5	3	2	Interval.				
222	13	10	8	6	5	3	Petitcodiac.			
229	20	17	15	13	12	10	7	Eastmans.		
231	22	19	17	15	14	12	9	2	Colpitts.	
236	27	24	22	20	19	17	14	7	5	Elgin.

Passenger Tariff Elgin & Havelock Railway.

HAVELOCK TO

1st.	Ret.																		
.10	..	Steves Settlement																	
		1st.	Ret.																
.15	..	.05	..	Killam's Mills															
				1st.	Ret.														
.20	..	.10	..	.05	..	Wheaton's Mills.													
						1st.	Ret												
.25	..	.15	..	.10	..	.05	..	Fawcett's Mills											
								1st.	Ret.										
.30	..	.20	..	.15	..	.10	..	.05	..	Interval.									
										1st.	Ret.								
.40	.65	.30	..	.20	..	.20	..	.15	..	.10	..	Petitcodiac.							
												1st.	Ret.						
.60	..	.50	..	.45	..	.40	..	.35	..	.30	..	.20	.35	Eastmans.					
														1st.	Ret.				
.65	..	.60	..	.50	..	.45	..	.40	..	.35	..	.25	..	.05	..	Colpitts.			
																1st.	Ret.		
.80	1.35	.70	..	.65	..	.60	..	.55	..	.50	..	.40	.70	.20	..	.15	..	Elgin	

TABLE No. 21.—Temiscouata Railway Mileage Table.

Miles	Stations.	Miles	Stations.	Miles	Stations.
0	Riv. du Loup	51	Cloutier's Platform,	89	St. Hilaire, Opp. Frenchville, Me
7	Ste. Modoste,	52	Notre Dame du Lac,	91	St. Hilaire Church,
16	St. Francis,	60	Ste. Rose,	95	Baker Brook,
26	St. Honore,	64	Otterburn,	101	Clairs, (Opp. Fort Kent, Me.),
33	St. Louis,	73	St. Jaques,	106	The Ledges,
38	St. Louis Church,	..	St. Jaques Church,	113	Connors.
43	Fort Ingalls,	81	Edmundston,		

TABLE No. 22.—CANADIAN PACIFIC RAIL-

St. John to Edmund-

	St. John, N. B.	Fairville.	Grand Bay.	Westfield Beach.	Welsford.	Hoyt.	Fredericton Jct.	Fredericton.	Harvey.	McAdam Jct.	Vanceboro.	Watt Junction.	St. Stephen.	St. Andrews.	Canterbury.	Benton.	Debec Junction.
St. John, N. B,	....	3	10	14	24	37	45	67	65	84	90	97	118	126	106	117	124
Fairville,	15	....	8	12	22	35	43	65	63	82	88	95	116	124	104	115	122
Grand Bay,	45	30	....	4	14	27	35	57	55	74	80	87	108	116	96	107	114
Westfield Beach,	55	40	15	....	10	23	31	53	51	70	76	83	104	112	92	103	110
Welsford,	90	75	45	35	....	13	21	43	41	60	66	73	94	102	82	93	100
Hoyt,	130	115	90	75	45	....	8	30	28	47	53	60	81	89	69	80	87
Fredericton Jct'n,	155	140	115	100	70	30	....	22	21	40	46	53	74	82	62	73	80
															†94	†83	†76
Fredericton,	200	185	185	170	140	100	70	....	43	62	68	75	96	104	84	95	102
Harvey,	220	205	180	165	135	95	70	140	....	19	25	32	53	61	41	52	59
	*260	*250															
McAdam Junction,	285	270	240	230	195	155	130	200	65	....	7	15	34	43	22	33	40
	*275	*265															
Vanceboro	300	285	260	250	215	175	150	220	85	25	....	21	41	49	29	39	47
	*260	*250	*250	*250													
Watt Junction	310	295	290	280	245	205	180	250	110	50	75	....	20	28	37	47	55
	*260	*250	*250	*250	*250	*250		*300									
St. Stephen,	310	295	295	295	295	270	245	315	175	110	135	65	....	47	56	67	74
	*260	*250	*250	*250	*250	*250	*250	*300									
St. Andrews,	310	295	295	295	295	295	270	325	205	140	165	95	160	....	65	76	83
	*335							†305									
Canterbury,	340	325	315	305	270	230	205	275	140	75	100	125	190	215	....	11	18
	*360							†270									
Benton,	365	350	330	320	315	260	240	310	170	110	135	160	225	250	35	....	8
	*360	*360						†245									
Debec Junction,	385	370	350	340	315	285	260	320	195	135	160	180	245	270	60	25	....
	*360	*350	*350	*350				†360									
Houlton	410	395	370	360	330	310	285	340	220	165	190	205	270	295	85	50	30
	*360	*350	*350	*350				†210									
Woodstock.	410	395	380	370	345	315	295	350	230	165	190	215	280	305	95	60	35
	*350	*370	*370	*370				†195									
Newburg Junction	425	410	390	380	355	325	315	365	250	185	210	235	300	315	110	80	55
	*405	*395	*395	*395				†220									
Hartland,	445	430	410	400	375	345	325	380	270	210	235	260	315	330	135	100	80
	*415	*405	*405	*405				†230									
Peel	460	445	420	410	385	350	330	390	285	225	250	270	320	345	150	115	95
	*440	*430	*430					†255									
Florenceville,	475	460	440	430	400	370	350	403	305	245	270	295	340	360	170	140	115
	*450	*440	*440					†265									
Bristol,	485	470	450	440	410	380	355	410	310	255	280	305	350	370	180	150	125
	*460	*450	*450					†275									
Bath,	490	475	455	445	415	385	365	420	315	265	290	310	355	375	190	160	135
	*500	*490						†315									
Kilburn,	525	510	490	475	450	415	395	455	345	305	330	330	385	405	230	195	175
	*525	*515						†330									
Perth-Andover,	545	530	510	500	470	440	415	475	365	320	345	375	405	425	255	225	200
	*540	*530						†340									
Aroostook Jct.	565	550	525	515	485	450	420	490	380	330	355	370	415	440	270	240	215
	*565	*555						*360							*280	*245	*220
Fort Fairfield,	580	565	545	530	505	470	450	510	395	350	[illegible]	385	440	460	295	260	240
	*600	*590	*570	*560				†395	*415	*355	*380	*400	*465		*280	*245	*220
								*540									
Caribou,	610	595	575	565	535	505	480	545	425	380	405	415	470	490	320	280	280
	*615	*590	*570	*560	*535	*505	*480	†425	*415	*355	*380	*400	*465	*490	*280	*245	*220
								*540									
Presque Isle,	650	635	620	610	580	515	520	580	465	415	440	455	510	530	355	330	315
								†390									
Grank Falls,	610	595	575	565	535	505	480	540	425	380	405	415	470	490	320	300	280
								†420									
St. Leonards,	615	630	615	605	575	535	515	575	460	410	435	450	505	575	350	325	315
								†465									
Green River,	685	670	655	645	620	580	565	625	505	455	480	495	550	570	390	370	350
								†490									
Edmundston,	710	695	675	665	615	610	585	615	530	480	505	520	575	600	415	390	375

Passenger Tariff in Cents.

* Rate for continuous trip tickets. † For passage via Gibson Branch.

Round trip tickets good 30 days are sold at rate of one and one-half unlimited one-way fares. Exception St. John and St. Stephen (and intermediate points where rate would be higher) $4.00.

IFIC RAIL-
to Edmund-

Canterbury.	Benton.	Debec Junction.
106	117	124.....
104	115	122.....
96	107	114.....
92	103	110.....
82	93	100.....
69	80	87.....
62	73	80.....
†94	†83	†76.....
84	95	102.....
41	52	59.....
22	33	40.....
29	39	47.....
37	47	55.....
56	67	74.....
65	76	83.....
...	11	18.....
35	....	8.....
60	25	....
85	50	30.....
95	60	35.....
110	80	55.....
135	100	80.....
150	115	95.....
170	140	115.....
180	150	125.....
190	160	135.....
230	195	175.....
255	225	200.....
270	240	215.....
280	*245	*220.....
295	260	240.....
280	*245	*220.....
320	300	280.....
280	*245	*220.....
355	330	315.....
320	300	280.....
350	325	315.....
390	370	350.....
15	390	375.....

n and St. Stephen (and

WAY MILEAGE AND PASSENGER RATES.

ston, &c., 247 Miles.

Houlton.	Woodstock.	Newburg Jct.	Hartland.	Peel.	Florenceville.	Bristol.	Bath.	Kilburn.	Perth-Andover.	Aroostook Jct.	Fort Fairfield.	Caribou.	Presque Isle.	Grand Falls.	St. Leonards.	Green River.	Edmundston.
..... 132	135	141	148	152	159	162	165	177	185	190	198	209	224	208	221	237	247
..... 130	133	139	146	150	157	160	163	175	183	188	196	207	222	206	219	235	245
..... 122	125	131	138	142	149	152	155	167	175	180	188	199	214	198	211	227	237
..... 118	121	127	134	138	145	148	151	163	171	176	184	195	210	194	207	223	233
..... 108	111	117	124	128	135	138	141	153	161	166	174	185	200	184	197	213	223
..... 95	98	104	111	115	122	125	128	140	148	153	161	172	187	171	184	200	210
..... 88	91	97	104	108	115	118	121	133	141	146	154	165	180	164	177	193	203
..... †84	†65	†59	†66	†70	†76	†79	†83	†95	†103	†107	†115	†127	†141	†126	†139	†155	†165
..... 110	113	119	126	130	137	140	143	155	163	168	176	187	202	186	199	215	225
..... 67	70	76	83	87	94	97	100	112	120	125	133	144	159	143	156	172	182
..... 48	51	57	64	68	75	78	81	93	100	106	113	125	140	124	137	153	163
..... 55	58	64	70	74	81	84	87	99	107	112	119	131	146	130	143	159	169
..... 63	66	72	79	83	90	93	96	108	116	121	128	140	155	139	152	168	178
..... 82	85	91	98	102	109	112	115	127	139	140	147	159	174	158	171	187	197
..... 91	94	100	106	110	117	120	123	135	144	148	155	167	182	166	179	195	205
..... 26	29	35	42	46	53	56	59	71	79	84	91	103	118	102	115	131	141
..... 16	19	25	31	36	42	45	48	60	69	73	80	92	107	91	104	120	130
..... 8	11	17	24	28	35	38	41	53	61	66	73	85	100	84	97	113	123
....	19	25	32	36	43	46	49	61	69	74	81	93	108	92	105	121	131
..... 50	....	6	13	17	24	27	30	42	50	55	62	74	89	73	86	102	112
..... 70	20	....	7	11	18	21	24	26	44	49	56	68	83	67	80	96	106
..... 95	45	25	....	5	11	14	17	29	38	42	50	62	76	61	73	89	99
..... 105	55	35	15	....	7	10	13	25	33	38	46	58	72	57	69	85	95
..... 130	80	60	35	25	....	3	7	18	27	31	39	51	65	50	62	78	88
..... 140	90	70	45	35	15	....	3	15	24	28	36	48	62	47	59	75	85
..... 150	100	80	55	45	25	15	....	12	21	25	33	45	59	44	56	72	82
..... 100	140	120	95	85	60	50	40	....	9	13	21	33	47	32	44	60	70
..... 215	155	145	120	110	85	75	65	30	....	6	13	25	40	24	37	53	63
..... *220																	
..... 230	180	160	140	125	105	95	85	45	20	....	8	20	34	19	32	48	58
..... *220																	
..... 255	205	185	160	150	130	120	110	70	45	25	....	12	27	26	39	55	65
..... *220	*220	*220															
..... 290	240	225	200	185	165	160	150	110	85	65	40	....	15	33	51	67	77
..... *220	*220	*220	*220	*220													
..... 330	290	270	250	235	215	205	195	160	130	110	80	50	...	53	66	82	92
..... 290	240	225	209	185	165	155	145	110	85	65	85	125	175	....	13	29	39
..... 330	285	265	240	230	210	195	185	150	125	105	130	165	215	45	....	16	26
..... 370	320	315	295	280	260	250	240	205	175	160	180	220	270	100	55	....	10
..... 395	350	330	315	315	295	280	270	235	210	190	215	250	300	130	85	35	....

Mileage.

TABLE No. 23.—St. John, N. B., to St. Stephen, N. B., 82 Miles, via Shore Line Railway.

ST. JOHN TO												
8	Spruce Lake.											
13	5	Prince of Wales.										
15	7	2	Dunn's.									
17	9	4	2	Musquash.								
24	16	11	9	7	Lepreaux.							
29	21	16	14	12	5	New River						
38	30	25	23	21	14	9	Pennfield.					
47	39	34	32	30	23	18	9	St. George.				
53	45	40	38	36	29	24	15	6	Bonny River.			
62	54	49	47	45	38	33	24	15	9	Dyers.		
68	60	55	53	51	44	39	30	21	15	6	C. P. R. Crossing.	
77	69	64	62	60	53	48	39	30	24	15	9	Oak Bay.
82	74	69	67	65	58	53	44	35	29	20	14	5 St. Stephens.

PASSENGER TARIFF:—Three cents per mile, 4½ cents return fares.

TABLE No. 24.—Bathurst, N. B., to Caraquet, via the Caraquet Railway.

BATHURST, N. B., TO																
4	Bass River,															
7	3	Salmon Beach,														
9	5	2	Miller's Brook,													
13	9	6	4	Janeville.												
15	11	8	6	2	Canobie,											
16	12	9	7	3	1	Clifton.										
18	14	11	9	5	3	2	Stonehaven.									
20	16	13	11	7	5	4	2	New Bandon.								
23	19	16	14	10	8	7	5	3	Pockshaw.							
26	22	19	17	13	11	10	8	6	3	Grand Anse.						
29	25	22	20	16	14	13	11	9	6	3	St. Joseph's.					
34	30	27	25	21	19	18	16	14	11	8	5	Burnsville.				
39	35	32	30	26	24	23	21	19	16	13	10	5	Bridgetown.			
41	37	34	32	28	26	25	23	21	18	15	12	7	2	Upper Caraquet.		
45	41	38	36	32	30	29	27	25	22	19	16	11	6	4	Caraquet.	
60	56	53	51	47	45	44	42	40	37	34	31	26	21	19	15	Pokemouche.
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.. Tracadie.

P. S.—The complete information could not be got for this line in time. The Publisher had to put it in as above, and cannot give the passenger tariff.

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DIRECTORY

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For further particulars address THE McALPINE PUBLISHING CO, St. JOHN, N. B.

TABLE No. 25.—Fredericton, N. B., to Loggieville, via Canada Eastern Railway, 125 Miles.

ST. JOHN TO FREDERICTON, 67 miles.

67	Fredericton to																																							
68	1	Gibson....To Newburg Junction, Woodstock and Edmundston.																																						
70½	3½	2½	Marysville.																																					
75	8	7	4½	Penniac.																																				
76	9	8	5½	1	Goodspeed.																																			
78	11	10	7½	3	2	Manzer's Siding.																																		
80	13	12	9½	5	4	2	Nashwaak.																																	
82	15	14	11½	7	6	4	2	Durham.																																
86	19	18	15½	11	10	8	6	4	Zionville.																															
88	21	20	17½	13	12	10	8	6	2	Rosses.																														
90½	23½	22½	20	15½	14½	12½	10½	8½	4½	2½	Covered Bridge.																													
93	26	25	22½	18	17	15	13	11	7	5	2½	Cross Creek.																												
98	31	30	27½	23	22	20	18	16	12	10	7½	5	Upper Cross Creek.																											
103	36	35	32½	28	27	25	23	21	17	15	12½	10	5	Portage Road.																										
105	38	37	34½	30	29	27	25	23	19	17	14½	12	7	2	Clear Water.																									
109½	42½	41½	39	34½	33½	31½	29½	27½	23½	21½	19	16½	11½	6½	4½	Astels Crossing.																								
115	48	47	44½	40	39	37	35	33	29	27	24½	22	17	12	10	5½	Boiestown.																							
119	52	51	48½	44	43	41	39	37	33	31	28½	26	21	16	14	9½	4	Ludlow.																						
124	57	56	53½	49	48	46	44	42	38	36	33½	31	26	21	19	14½	9	5	McNamees.																					
126	59	58	55½	51	50	48	46	44	40	38	35½	33	28	23	21	16½	11	7	2	Carrols.																				
131	64	63	60½	56	55	53	51	49	45	43	40½	38	33	28	26	21½	16	12	7	5	Boaktown.																			
135	68	67	64½	60	59	57	55	53	49	47	44½	42	37	32	30	25½	20	16	11	9	4	Blissfield.																		
140	73	72	69½	65	64	62	60	58	54	52	49½	47	42	37	35	30½	25	21	16	14	9	5	Weavers.																	
146	79	78	75½	71	70	68	66	64	60	58	55½	53	48	43	41	36½	31	27	23	20	15	11	6	Upper Blackville.																
151	84	83	80½	76	75	73	71	69	65	63	60½	58	53	48	46	41½	36	32	28	25	20	16	11	5	Forks Siding.															
155	88	87	84½	80	79	77	75	73	69	67	64½	62	57	52	50	45½	40	36	32	29	24	20	15	9	4	Blackville.														
159	92	91	88½	84	83	81	79	77	73	71	68½	66	61	56	54	49½	44	40	36	33	28	24	19	13	8	4	Grey Rapids.													
168	101	100	99½	93	92	90	88	86	82	80	77½	75	70	65	63	58½	53	49	45	42	37	33	28	22	17	13	9	Chelmsford.												
170	103	102	99½	95	94	92	90	88	84	82	79½	77	72	67	65	60½	55	51	47	44	39	35	30	24	19	15	11	2	Upper Nelson (Boom).											
175	108	107	104½	100	99	97	95	93	89	87	84½	82	77	72	70	65½	60	56	52	49	44	40	35	29	24	20	16	7	5	Chatham Jct.										
181	114	113	110½	106	105	103	101	99	95	93	90½	88	83	78	76	71½	66	62	58	55	50	46	41	35	30	26	22	13	11	6	Nelson.									
187	120	119	116½	112	111	109	107	105	101	99	96½	94	89	84	82	77½	72	68	64	61	56	52	47	41	36	32	28	19	17	12	6	Chatham.								
192	125	124	121½	117	116	114	112	110	106	104	101½	99	94	89	87	82½	77	73	69	66	61	57	52	46	41	37	33	24	22	17	11	5	Loggieville—Deep water terminus — 225 miles to Liverpool, England.							

Passenger Tariff Canada Eastern Railway.

RATES IN CENTS.

Fredericton.																																
Gibson.	15																															
Marysville.	25	10																														
Penniac.	40	25	15																													
Goodspeed.	45	30	20	10																												
Manzers Siding.	50	35	25	15	10																											
Nashwaak.	55	40	35	20	15	10																										
Durham.	60	45	40	25	20	15	10																									
Zionville.	75	60	55	35	30	25	20	15																								
Rosses.	80	65	60	40	35	30	25	20	10																							
Covered Bridge.	90	75	70	50	45	40	35	30	15	10																						
Cross Ceeek.	95	80	75	55	50	45	40	35	25	15	10																					
Upper Cross Creek.	115	100	90	75	65	60	55	50	40	30	25	15																				
Portage Road.	130	115	105	90	80	75	70	65	55	45	40	30	15																			
Clear Water.	135	120	115	95	90	85	75	70	60	55	45	40	25	10																		
Astles Crossing.	150	135	130	110	105	100	95	85	75	65	60	50	35	25	15																	
Boiestown.	165	150	145	130	120	115	110	105	90	80	75	70	50	40	35	20																
Ludlow.	180	165	155	135	130	125	120	115	100	95	90	80	65	50	45	30	15															
McNamees.	195	180	175	150	145	140	135	130	120	110	105	95	80	65	60	45	30	15														
Carrols.	200	185	180	160	155	150	145	140	125	120	115	105	90	75	70	55	35	20	10													
Doaktown.	210	195	190	170	165	160	155	150	135	130	125	115	100	85	80	65	50	35	25	15												
Blissfield.	220	205	195	180	175	170	165	160	150	140	135	130	115	100	90	80	60	50	35	30	15											
Weavers.	235	220	210	195	190	185	180	175	165	155	150	145	130	115	105	95	75	65	50	45	30	15										
Upper Blackville.	250	235	230	220	210	205	200	195	180	175	170	160	145	130	125	115	95	80	65	60	45	35	20									
Forks Siding.	265	250	245	230	225	220	215	210	195	190	185	175	160	145	140	130	110	95	80	75	60	50	35	15								
Blackville.	280	265	255	250	240	235	225	220	210	205	195	190	175	160	150	140	120	110	95	90	75	60	45	30	15							
Gray Rapids.	290	275	265	255	250	245	240	235	220	215	210	200	185	170	165	150	135	120	105	100	85	75	60	40	25	15						
Chelmsford.	315	300	290	280	275	270	265	260	250	240	235	225	215	195	190	180	160	150	135	130	115	100	85	70	50	40	30					
Up Nelson (Boom).	320	305	300	285	280	275	270	265	255	245	240	230	220	205	195	185	165	155	140	135	120	105	90	75	60	45	35	10				
Chatham Jct.	335	320	315	300	295	290	285	280	270	260	255	245	235	220	210	200	180	170	155	150	135	120	105	90	75	60	50	25	15			
Nelson.	350	335	320	310	305	295	290	285	275	270	265	255	240	225	220	205	190	175	160	155	140	125	110	95	80	65	55	30	20	15		
Chatham.	365	350	345	330	325	320	315	310	295	290	285	275	260	245	240	230	210	195	180	175	160	150	135	115	100	90	75	50	45	30	15	
Loggievile.	380	365	360	345	340	335	330	325	310	305	310	290	275	260	255	245	225	210	195	190	175	165	150	130	115	105	90	65	60	45	30	15

N. B.—For Return Fares to and from any station add 50 per cent. to 0 or 5. Thus: Fare to Gibson 15cts, return do 25cts ; and so on.

TABLE No. 26.—Prince Edward Island Railway Mileage and Local Passenger Tarriff. Charlottetown.

Miles.	TO	FARES. 1st Class.	FARES. Return.	Miles.	TO	FARES. 1st Class.	FARES. Ret'n.
117	*Tignish,	$3 50	$5 25	13	Colville,	$ 40	$ 60
114	Harpers,	3 45	5 15	11	Loyalist,	35	50
112	DeBlois,	3 40	5 05	10	Milton,	30	45
110	St. Louis,	3 30	4 95	6	Winsloe,	20	30
108	Alma,	3 25	4 85	5	*Royal Junction,	15	25
103	*Alberton,	3 10	4 65	3	Cemetery,	10	20
100	Elmsdale,	3 00	4 50	2	St. Dunstan's,	5	10
96	Plusville,	2 90	4 35	..	*Charlottetown,	..	..
94	*Bloomfield,	2 85	4 25	5	Brackley Point,	20	25
91	Howlan,	2 75	4 10	7	Union,	20	35
89	*O'Leary,	2 65	4 00	9	York,	25	40
85	Coleman,	2 55	3 85	11	Suffolk,	35	50
83	West Devon,	2 50	3 75	12	St. Peter's Road,	40	55
80	Portage,	2 40	3 60	13	*Bedford,	40	60
76	Conway,	2 30	3 45	16	Tracadie,	50	75
75	McNeil's Mill,	2 25	3 35	19	Scotch Fort,	55	85
72	Ellerslie,	2 20	3 25	22	*Mount Stewart,	65	1 00
70	*Port Hill,	2 15	3 20	24	Pisquid,	75	1 10
68	Northam,	2 05	3 05	29	Peake's,	90	1 30
65	Richmond,	1 95	2 95	31	St. Teresa's,	95	1 40
60	*Wellington,	1 80	2 75	34	48 Road,	1 00	1 55
57	St. Nicholas,	1 75	2 60	35	Perth,	1 05	1 60
54	*Miscouche,	1 65	2 45	40	*Cardigan,	1 20	1 80
50	St. Eleanor's,	1 55	2 30	43	Brudenell,	1 30	1 95
49	*Summerside,	1 45	2 20	46	*Georgetown,	1 40	2 05
46	Travellers' Rest,	1 40	2 10	23	St. Andrew's,	70	1 05
44	New Annan,	1 35	2 00	25	Douglass,	75	1 15
42	Barbara Weit,	1 30	1 90	28	Dundee,	85	1 25
40	*Kensington,	1 20	1 85	29	Lot 40,	90	1 35
38	Blue Shank,	1 15	1 75	31	*Morell,	95	1 40
35	*Freetown,	1 05	1 60	33	Marie,	1 00	1 50
31	*Emerald Junction,	95	1 45	35	Midgell,	1 05	1 60
35	Kinkora,	1 10	1 60	38	*St Peter's,	1 15	1 75
39	Albany,	1 20	1 75	40	Five Houses,	1 20	1 85
43	*Cape Traverse,	1 30	1 95	42	Ashton,	1 25	1 90
29	*Bradalbane,	90	1 35	45	Selkirk,	1 35	2 05
27	Elliotts,	85	1 25	47	Rollo Bay,	1 45	2 15
25	Fredericton,	75	1 15	50	*Bear River,	1 50	2 25
23	Clyde,	70	1 05	52	New Zealand,	1 55	2 35
20	*Hunter River,	60	95	55	Harmony,	1 65	2 50
17	*North Wiltshire,	50	75	60	*Souris,	1 80	2 70

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TABLE No. 27.—Prince Edward Island Railway Mileage and Local Passenger Tariff. Summerside.

Miles.	TO	FARES. 1st. Class.	FARES. Return.	Miles.	TO.	FARES. 1st Class.	FARES. Ret'n.
68	*Tignish,	$2 05	$3 05	35	Colville,	$1 05	$1 60
65	Harpers,	1 95	2 95	38	Loyalist,	1 15	1 70
63	DeBlois,	1 90	2 85	39	Milton,	1 15	1 75
61	St. Louis,	1 85	2 75	42	Winsloe,	1 30	1 90
58	Alma,	1 75	2 65	43	*Royalty Junction,	1 30	1 95
54	*Alberton,	1 65	2 45	45	Cemetery,	1 35	2 05
51	Elmsdale,	1 55	2 30	47	St. Dunstans,	1 40	2 10
47	Plusville,	1 45	2 15	49	*Charlottetown,	1 45	2 20
45	*Bloomfield,	1 35	2 05	44	Brackley Point,	1 35	2 00
42	Howlan,	1 25	1 90	46	Union,	1 40	2 05
40	*O'Leary,	1 20	1 80	47	York,	1 45	2 15
36	Coleman,	1 10	1 65	50	Suffolk,	1 50	2 25
34	West Devon,	1 05	1 55	51	St. Peter's Road,	1 55	2 30
31	Portage,	95	1 40	52	*Bedford,	1 75	2 35
27	Conway,	85	1 25	55	Tracadie,	1 65	2 50
25	McNeill's Mill,	80	1 15	57	Scotch Fort,	1 75	2 60
23	Ellerslie,	70	1 05	60	*Mount Stewart,	1 80	2 75
21	*Port Hill,	65	1 00	63	Pisquid,	1 90	2 85
19	Northam,	60	85	69	Peake's,	2 05	3 05
16	Richmond,	50	75	67	St. Teresa's,	2 10	3 15
11	*Wellington,	35	55	72	48 Road,	2 20	3 30
8	St. Nicholas,	25	40	74	Perth,	2 25	3 35
5	*Miscouche,	15	25	78	*Cardigan,	2 35	3 55
1	St Eleanor's,	5	10	82	Brudenell,	2 45	3 70
..	*Summerside,	..	..	84	*Georgetown,	2 55	3 80
2	Travellers' Rest,	10	15	61	St. Andrew's,	1 85	2 80
4	New Annan,	15	25	64	Douglass,	1 95	2 90
6	Barbara Weit,	20	30	66	Dundee,	2 00	3 00
8	*Kensington,	25	35	68	Lot 40,	2 05	3 10
10	Blueshank,	30	45	70	*Morell,	2 10	3 15
13	*Freetown,	40	60	71	Marie,	2 15	3 25
17	*Emerald Junction,	50	80	74	Midgell,	2 25	3 35
21	Kinkora,	65	95	77	*St. Peter,	2 30	3 50
24	Albany,	75	1 10	79	Five Houses,	2 40	3 55
29	*Cape Traverse,	85	1 30	81	Ashton,	2 45	3 65
19	*Bradalbane,	60	90	84	Selkirk,	2 55	3 80
21	Elliotts,	65	95	86	Rollo Bay,	2 60	3 90
23	Fredericton,	70	1 05	88	*Bear River,	2 65	4 00
25	Clyde,	75	1 15	91	New Zealand,	2 75	4 10
28	*Hunter River,	85	1 25	93	Harmony,	2 80	4 25
32	*North Wiltshire,	95	1 45	98	*Souris,	2 95	4 45

*Booking Stations.

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N. S., Nova Scotia; N. B., New Brunswick; St. M., St. Martins; Mir., Mirimachi; E., Economy; C., Chipman; Cen , Central; V., Valley; M., Maitland; Chev., Cheverie; W. & D., Westport & Digby; R., Restigouche; S., Stanley; N., Noel; Sac., Sackville; U. F., Union Furniture; Raw., Rawdon; Clt., Carleton; Y., Yarmouth; P. E. I., Prince Edward Island.—**Telepone Companies.**

NAMES.	EXPRESS.	TELEGRAPH.	TELEPHONE.
Accacia Valley,	....	....	V. .. ....
Acadia Mines, N S	....	C P R., ...	N S ....
Albert, N B	Can., ...	W U., ...	....
Allerton, P E I	....	A A., ...	P E I ....
Albany, N S	....	....	Cen. ....
Albion Mines, N S	....	C P R, ...	....
Albion Mount, P E I	....	....	P E I. .....
Alpena, N S	....	....	Cen. ....
Amherst, N S	Can., Dom , ...	W U., C P R.,	N S ... .
Anagance, N B	Can., ...	....	....
Andover, N B	Dom., ...	W U., ...	....
Annandale, P E I	....	....	P E I. .....
Annapolis, N S	Am , Mar., ...	W U., ...	V., M. .....
Antigonishe, N S	Can., ...	W U., C P R.,	....
Apohoqui, N B	Can., ...	W U , ...	....
Arcadia, N S	....	. .. .	Y..... .....
Argyle, "	....	.. ..	Y..... .....
Argyle Head, N S	....	....	Y..... ....
Argyle Tower, "	....	....	Y..... .....
Arichat, "	....	W U., ...	....
Aroostook Junc., N B	Dom., ...	W U., ...	....
Aspe Bay, N S	....	C P R., ...	....
Athol, N S	Can., ...	W U., ...	N. S. .....
Auburn, N S	Mar., ...	....	V..... .....
Aulac, N B	Can., ...	....	....
Avondale, N S	Can., ...	....	Chev., ...
Avonport "	Mar., ...	....	V..... .....
Aylesford, N S	Mar., ...	W U., ...	V..... ....
Bacon's Corner, N S	....	....	V..... ....
Baddeck, "	....	C P R., ...	....
Baie Verte, N B	Dom., ...	C P R., ...	....
Balls Creek, N S	....	C P R., ...	....
Barnaby River, N B	....	G N W., ...	....

Names.	Express.	Telegraph.	Telephone
Barrington, N S	....	W. U., ...	....
Bartibog, N B	....	G N W., ...	....
Barton, N S	....	....	M. .....
Barss Corner, N S	....	....	Cen. .....
Bass River, "	....	C P R, ...	E, U F.
Bath, N B	Dom., ...	W U, ...	N B.
Bathurst, N B	Can., ...	G N W, ...	....
Bathurst Station, N B	....	G N W, ...	....
Bayfield, N S	Can., ...	W U, ...	... .
Bear River, N S	Mar., ...	W U, A A,	V, M. ....
Beaver Bank, "	Mar, ...	....	....
Beaver Brook, N B	....	G N W, ...	....
Bedeque, P E I	....	....	P E I. .....
Bedford, N S	Can, Mar.	W U, ...	N S. ....
Bedford, P E I	....	A A, ...	....
Belledune, N B	Can., ...	G N W, ...	....
Bellisle, N S	....	....	V. ....
Belleisle, N B	....	....	E. ....
Belleisle Bay, N B	....	....	N B. ....
Belle River, P E I	....	....	P E I. ....
Belleveau Cove,	....	....	M. ....
Bellville, N S	....	.. ..	Y. .....
Belmont, "	Can, ...	W U, ...	N S. ....
Ben Lomond, N B	....	....	St. M. ....
Benton, N B	Dom, ...	C P R, ...	....
Berry's Mills Sta., NB	....	G N W, ...	....
Berwick, N S	Mar,, ...	W U, ...	V. .....
Bideford, P E I	....	A A, ...	P E I. .....
Big Bras d'Or, N S	....	C P R, ...	....
Big Pond, N S	....	W U, ...	....
Black River, N B	....	C P R, ...	St. M. ....
Black Rock, N S	....	....	N S. ....
Blackville, N B	Can, ...	W U, ...	....
Blomidon, N S	....	....	V. ....
Bloomfield, N B	Can., ...	W U, ...	....
Bloomfield, P E I	....	A A, ...	P E I. ....
Boiestown, N B	Can., ...	W U, ...	....
Boiesdale, N S	....	W U, ...	....
Bonshaw, P E I	....	....	P E I. .....
Boundary Line, N B	....	. ...	N B. ....
Bradalbane, P E I	....	A A, ...	P E I. ....
Bras d'Or Little, N S	....	C P R, ...	....
Brazil Lake, N S	Mar., ...	W U, ...	Clt. ....
Bridgeport, N S	....	C P R, ...	....
Bridgetown, P E I	....	....	P E I. ....
Bridgetown, N S	Mar., ...	W U, ...	V. .....
Bridgeville, N S	....	....	N S. ...
Bridgewater, N S	Mar., ...	W U, ...	N S. ....
Bristol, N B	Dom., ...	W U, ...	....
Broad Cove Mines, N S	....	....	N S. .....
Brookfield, N S	Can., ...	W U, ...	N S. .....
Brooklyn, N S	....	....	V. Chev. .....

Names.	Express.		Telegraph.		Telephone.	
Brookside, N S	.....	.....	.....	.....	N S.	....
Brown's Flats, N B	....	....	....	....	N B.	....
Brush Wharf, P E I	....	....	.....	....	P E I.	.....
Buctouche, N B	Can,	....	G N W.,	.....	....	....
Burlington, N S	....	.....	.....	.....	Chev.	....
Burnsville, N B	.....	.....	G N W.,	....	....	....
Burton, N B	.....	.....	C P R.,	.....	N B.	....
Caledonia Corner, NS	.....	.....	.....	.....	N S.	....
Caledonia Mines, N S	.....	.....	C P R,	....	.....	....
Calhoun, N B	Can.,	....	W U.,	....	.....	.....
Cambridge, N S	....	....	W U.,	....	....	....
Cambridge Station, NS	Mar.,	.....	.....	.....	.....	....
Campbellton, P E I	.....	....	.....	.....	P E I.	....
Campbellton, N B	Can	.....	G N W.,	....	R.....	....
Campbellton New, NS	.....	....	C P R.,	.....	...	.....
Campbellton Sta, N B	.....	....	G N W.,	....	....	.....
Campobello, N B	.....	.....	W U.,	....	.....	.....
Canaan Station, N B	Can.,	.....	G N W.,	....	....	....
Canard, N S	.....	....	....	....	V	....
Canning, N S	Mar,	.....	W U.,	....	V	....
Canso, N S	.....	....	C P R., W U.,		....	.....
Canterbury, N B	Dom.,	....	C P R,	....	.....	.....
Cape Tormentine, N B	Dom,	....	C P R.,	....	.....	....
Cape Traverse, P E I	.....	....	A A.,	....	....	....
Cape Traverse Sta, PEI	.....	....	A A.,	....	....	.....
Caraquet, N B	....	....	G N W.,	....	....	.....
Caraquet Station, N B	.....	.....	G N W.,	....	.....	.....
Cardigan, P E I	....	.....	....	....	P E I.	.....
Carlton, N B	....	....	....	....	Clt.	....
Cardigan, P E I	.....	.....	A A.,	.....	....	....
Catalone, N S	.....	.....	C P R.,	.....	.....	.....
Centreville, N B	.....	....	C P R.,	.....	N B.	.....
Centreville, N S	Mar.,	.....	.....	....	W & D.	.....
Charlo Station, N B	Can.,	.....	G N W.,	.....	.....	.....
Charlottetown, P E I	.....	.....	A A.,	....	P E I.	.....
Chatham, N B	Can.,	.....	G N W.,	.....	Mir.	.....
Chatham Junction, NB	Can.,	....	G N W.,	.....	....	.....
Chebogue Central, N S	.....	....	....	.....	Y	....
Chebogue Point, N S	.....	....	....	.....	Y	....
Chegoggin, N S	.....	.....	.....	.....	Y	....
Chelsea, N S	.....	.....	....	....	N S.	.....
Cherryfield, N S	....	....	.....	....	Cen.	.....
Chester, N S	.....	.....	W U.,	....	N S.	....
Cheverie, N S	.....	....	....	....	Chev.	....
Chipman, N B	Can.,	....	....	....	N. B.	.....
Chipman Station, N B	....	.....	....	.....	C.	.....
Church Point, N S	Mar.,	....	.....	.....	M.	....
Clair, N B	Can.,	....	W U.,	....	....	.....
Clarendon, N B	Dom.,	.....	....	.....	....	.....
Clementsport, N S	Mar.,	....	W U.,	....	V. M.	.....
Clifton, P E I	.....	....	....	....	P E I.	..
Clifton, N B	.....	.....	G N W.,	....	....	....

Names.	Express.	Telegraph.	Telephone.
Clifton, N S	....	....	N S ....
Coal Branch Sta., N B	Can, ...	G N W	....
Coady's,	Can., ...	....	N B., C .....
Coldbrook, N B	....	W U., ...	....
Coldbrook Station, NS	Mar., ...	W U., ...	....
Coleman, P E I	....	....	P E I .....
College Bridge,	Can., ...	....	....
Connors, N B	Can., ...	W U., ...	....
Conquerall Mills, N S	....	....	N S .....
Conway, P E I	....	....	P E I ....
Cook's Brook, N S	....	....	N S .....
County Line or Emerald, PEI	....	A A	....
Covered Bridge, N B	....	C P R	S ....
Cow Bay South, N S	....	W U., C P R.,	....
Crapand, P E I	....	A A., ...	P E I .....
Cross Creek, N B.	Can, ...	W U., ...	N B., S .....
Cross Rds (County Harbor) N S	....	W U, ...	N S .....
Cumberland Bay, N B	....	....	N B., C .....
Dalhousie, N B	Can., ...	G N W., ...	....
Dalhousie Junction, NB	Can., ...	G N W., ...	....
Dartmouth, N S	Dom., ...	W U., C P R.,	N S ....
Debec, N B	Dom., ...	C. P R, ...	....
Debert Station, N S	Can, ...	W U., ...	....
Deep Brook, N S	....	....	V ....
Delhaven, N S	....	... .	V ....
Denmark Road, N S	Can, ...	W U, ...	....
Derby Junction, N B	Can, ...	G N W, ...	....
Digby, N S	Am., Mar, ...	W U., ...	V., M ....
Doaktown, N B	Can., ...	W U., ...	....
Dominion Station, NS	....	C P R., ...	....
Dorchester, N B	Can., Dom., ...	W U., C P R,	N B ....
Dublin Shore, N S	....	....	N S .....
Dundas, P E I	....	....	P E I .....
Durham Bridge, N B	....	C P R., ...	N B., S ....
East Bay, N S	....	C P R, ...	....
East Ferry, N S	....	....	W & D, ...
East Mines Station,	Can, ...	....	....
Economy, N S	.. ..	C P R., ...	E ....
Economy Central, NS	....	....	E ....
Economy Lower, NS	....	....	E ....
Edmunston, N B	Can., Dom,, ...	W U., ...	....
Edwards, N B	....	G N W., ...	....
Eel Brook, N S	....	....	Y ....
Eel River, N B	....	W U, C P R.,	....
Eel Rv'r Crossing, NB	Can, ...	....	....
Eldon, P E I	....	....	P E I ....
Elgin, N B	Dom., ...	....	....
Elkins Mine,	....	.. ..	C .....
Ellershouse, N S	Mar., ...	W U, ...	....
Ellerslie, P E I	....	....	P E I .....
Elmsdale, N S	Can, ...	W U., ...	N S ....

Names.	Express.	Telegraph.	Telephone.
Elmsdale, N S	Can.,	W U.,	N S.,
Elmsdale, P E I			P E I.,
Emerald, P E I			P E I.,
Enfield, N S	Can.,	W U.,	
English Town, N S		C P R.,	
Evandale, N B			N B.,
Fairville, N B	Dom.,	W U.,	
Falmouth, N S	Mar.,		
Ferrona Jc't., N S	Can.,	W U., C P R.	
Five Islands Lwr., N S		C P R,	E.,
Five Islands Upper, "			E.,
Flat Lands, N B		G N W.,	
Flat River, P E I			P E I.,
Florenceville, N B	Dom.,	W. U.,	N B.,
Folley Lake, N S		W U.,	
Folley Village, N S		C P R.,	N S.,
Fort Agustus, P E I			P E I.,
Fredericton, N B	Can., Dom.,	W U., C P R.,	N B.,
Fredericton Jct, N B	Dom.,	W U.,	
Freehum, P E I		A A.,	
Frecport, N S			W & D.,
Freetown, P E I			P E I.,
Gabarouse, N S		C P R.,	
Gagetown, N B		C P R.,	N B.,
Gagetown Upper, N B		C P R.,	N B.,
Gaspereaux, N S			V.,
Gay's River, N S			N. S.,
Georgetown, P E I		A A.,	P E I.,
Getson's Point, N S			N. S,
Gibson, N B		W U., C P R.,	
Glace Bay Little, N S		C P R., W U.,	
Glengarry Station, N S		W U.,	
Glenwood, N S			V.,
Gloucester Jct., N B	Can.,	G N W.,	
Goodspeed, N B			S.,
Grand Anse, N S		G N W.,	
Grand Etang, N S	Dom,	W U.,	
Grand Harbor, N B		W U.,	
Grand Manan, N B		W U.,	
Grand Narrows, N S	Can.,	W U.,	
Grand Pre, N S	Mar.,		V.,
Granville Centre, N S			V.,
Granville Ferry, N S			V.,
Great Village, N S		W U.,	N S., E., U F.,
Green River, N B	Dom.,	W U.,	
Greenville Station, N S	Can.,	W U.,	
Greenwich Upper, N B		C P R.,	N B.,
Gunning Cove, N S		W U., C P R.,	
Halifax, N S	Can., Dom., Am., Mar.	W U., C P R.,	N S.,
Hampstead, N B		C P R.,	N B.,
Hampton, N B	Can., Dom.,	W U., C P R.,	N B.,
Hantsport, N S	Mar.,	W U.,	N S., V

Names.	Express.		Telegraph.		Telephone.	
Harbor au Bouche, N S	Can ,	....	W U.,	....	....	.....
Harcourt, N B	Can.,	.....	G N W.,	...	....	....
Hartland, N B	....	....	W U,,	.....	N B.	....
Harvey, N B	Can.,	.....	W U.,	....	....	....
Harvey Station, N B	Dom.,	.....	W U.,	...	....	....
Havelock, N B	Dom ,	.....	....	.....	....	.....
Hawksbury, N S	Can.,	.....	W U.,	.....	....	.....
Hazel Hill, N S	...	....	C P R.,	.....	.....	.....
Heatherton, N S	Can.,	....	....	.....	.....	....
Hebron, N S	Mar.,	.....	W U.,	.....	M., Clt	....
Hectanoga, N S	Mar ,	....	W U.,	....	.....	.....
Highland Village, N S	....	....	C P R.,	.....	....	....
Hillarton, N S	....	....	....	...	V	.....
Hillsborough, N B	Can.,	....	W U.,	....	N B.	.....
Hillgrove. N S	.....	....	.....	.....	V	.....
Hillside, N S	....	.....	C P R ,	.....	.....	....
Hopewell, N B	.....	.....	C P R.,	....	N B.	.....
Hopewell, N S	Can.,	.....	W U.,	.....	N B.	...
Hopewell Cape, N B	....	....	.....	.....	N B.	.....
Horton Landing, N S	Mar.,	.....	W U.,	.....	V	....
Hoyt Station, N B	Dom ,	.....	W U.,	....	.....	....
Hubbard's Cove, N S	....	....	W U.,	.....	N S.	.....
Hunter's River, P E I	....	....	A A.,	.....	P E I	.....
Inglesville West, N S	.....	.....	C P R ,	.....	....	.....
Ingonish South, N S	.....	.....	C P R.,	.....	....	....
Inkerman, N B	.....	....	G N W.,	....	....	.....
International Pier, NS	.....	....	W U., C P R.,		....	.....
Iona, N S	Can.,	....	W U.,	....	.....	.....
Iron Mines, N S	.....	.....	W U.,	....	.....	....
Isaac's Harbor, N S	.....	.....	W U.,	....	.....	.....
Jacquet River, N S	Can.,	....	G N W ,	....	....	....
James River, N B	Can.,	.....	....	....	....	.....
Janeville, N B	....	....	W U.,	....	....	....
Jeddore West, N S	....	.....	W U.,	.....	.....	....
Joggins Mines, N S	Dom.,	.....	....	.....	.....	.....
Kempt,	....	....	....	.....	Clt.	.....
Kent Junction, N B	Can.,	.....	G N W.,	.....	.....	.....
Kentville, N S	Mar.,	.....	W U.,	.....	V	.....
Kensington P E I	.....	.....	A A.,	.....	.....	....
Keswick Ridge, N B	Dom.,	.....	W U,,	.....	....	....
Kilburn, N B	Dom.,	....	W U.,	.....	.....	.....
Kelly's Cove, N S	....	.....	.....	....	Y	....
Kensingston, P E I	....	....	....	....	P E I.	....
Kings, N B	....	....	....	....	C	.....
Kingsport, N S	Mar.,	....	....	....	V	....
Kingston, Kings, N B	....	.....	W U.,	....	V	....
Kingston, Kent, N B	....	....	G N W.,	.....	V	....
Kingston Station, N S	Mar.,	....	.....	.....	.....	.....
Laird's Mills, P E I	....	....	.....	....	P E I	....
Lawrencetown, N S	Mar.,	....	W U.,	.....	V	....
Leitche's Creek, N S	....	....	W U.,	....	.....	.....
Leslie Bay, N S	....	.....	W U.,	....	.....	.....

Names.	Express.	Telegraph.	Telephone.
Lingan, N S	.....	C P R,	.....
Liscombe, N S	.....	W U,	.....
Little Brook, N S	.....	.....	M,
Little River, N S	.....	.....	N S, W & D,
Little Sands, P E I	.....	.....	P E I,
Liverpool, N S	Mar.,	W U,	.....
Lockport, N S	.....	W U,	.....
Londonderry S a., N S	Can., Dom.,	W U, C P R,	N S, E, U F,
Long Beach, N S	.....	.....	W & D,
Lot 40, P E I	.....	.....	P E I,
Louisburg, N S	Dom.,	C P R,	.....
Lunenburg, N S	Mar.,	W U,	N S,
McAdam Jct, N B	Dom.,	W U,	.....
McIntyre's Lake, N S	Can.,	W U,	.....
Mabou, N S	.....	W U,	.....
Maccan, N S	Can., Dom.,	W U,	.....
Mackenzie's Cor., PEI	.....	.....	P E I,
Mahone Bay, N S	Mar.,	W U,	N S,
Main a Dieu, N S	.....	C P R,	.....
Maitland, Hants, N S	.....	W U,	.....
Maitland South, N S	.....	.....	N,
Maitland, N S	.....	.....	N S, N,
Malpeque, P E I	.....	.....	P E I,
Margaretville, N S	.....	.....	V,
Marion Bridge, N S	.....	C P R,	.....
Marysville, N B	Can.,	W U,	N B, S,
Mavellette, N S	.....	.....	M,
Meadows, N B	Dom.,	.....	.....
Meat Cove, N S	.....	C P R,	.....
Melvern Square, N S	.....	.....	V,
Melrose, N S	.....	W U,	.....
Memramcook, N B	Can., Dom.,	W U,	N B,
Merigonishe, N S	Can.,	W U,	.....
Metegan, N S	.....	W U,	M,
Metegan River, N S	.....	.....	M,
Metegan Station, N S	Mar.,	.....	.....
Middleton, N S	Mar.,	W U,	V,
Milford, N S	Can.,	W U,	N S,
Millidgeville, N B	.....	C P R,	.....
Millerton, N B	Can.,	G N W,	.....
Mill River, P E I	.....	.....	P E I,
Milltown, N B	.....	C P R,	.....
Mill Village, N S	.....	W U,	.....
Mink Cove, N S	.....	.....	W & D,
Millville, N B	Dom.,	W U,	.....
Mira Ferry, N S	.....	C P R,	.....
Miscombe, P E I	.....	A A,	.....
Miscouche, P E I	.....	.....	P E I,
Moffats,	.....	G N W,	.....
Moncton, N B	Can., Dom.,	W U, C P R,	N B,
Montague Bridge, P E I	.....	.....	P E I,
Montague Lower, P E I	.....	.....	P E I,

Names.	Express.	Telegraph.	Telephone.
Morell, N S	.....	A A,	P E I
Moser's River, N S	.....	W U,	.....
Mount Hope, N S	.....	C P R,	.....
Mount Rose, N S	.....	C P R,	.....
Mount Stewart, P E I	.....	A A,	P E I,
Mount Uniacke, N S	Mar.,	W U,	N S,
Mulgrave, N S	Can.,	W U, C P R,	.....
Murray Harbor, N, PEI	.....	.....	P E I
Murray Harbor, S, PEI	.....	.....	P E I
Murray River, P E I	.....	.....	P E I
Musquash, N B	.....	W U,	.....
Musquodoboit Hbr, N S	.....	W U,	.....
Musquodoboit Upr, N S	.....	.....	N S
Nappan, N S	Can., Dom.,	W U,	.....
Nashwaak, N B	.....	.....	N B, S
Nash's Creek, N B,	.....	G N W,	.....
Nashwaak Village, N B,	.....	C P R,	.....
Nauwigewauk, N B,	Can ,	W U,	.....
Nectaux, N S	.....	.....	Cen
Neil's Harbor,	.....	C P R,	.....
Newburg, N B	.....	W U,	.....
Newburg Junc, N B	Dom ,	.....	N B
Newcastle, N B	Can.,	G N W,	.....
New Germany, N S	Mar.,	W U,	Cen
New Glasgow, P E I	.....	.....	P E I
New Glasgow, N S	Can.,	W U, C P R	N S
New Haven, P E I	.....	.....	P E I
New Mills, N B	Mar.,	G N W,	.....
Newport Station, N S	Mar.,	W U,	Chev
New Rustico, P E I	.....	.....	P E I
Nictau West, N S	Mar.,	.....	.....
Noel & Minasville, N S	.....	.....	N
Northam, P E I	.....	.....	P E I
North Sydney, N S	Can ,	W U,	.....
North Wiltshire, P E I	.....	A A,	.....
Norton, N B	Can.,	.....	.....
Norton Station, N B	.....	W U,	N B, C
North Tryon, P E I	.....	.....	P E I
Oak Point, N B	.....	C P R,	N B
Ohio,	.....	.....	Clt M
O'Leary, P E I	.....	A A,	P E I
Orangedale, N S	Can.,	W U,	.....
Oromocto, N B	.....	C P R,	N B
Orwell, P E I	.....	.....	P E I
Oxford, N S	Can., Dom ,	W U,	.....
Oxford Junction, N S	Can.,	W U,	.....
Painsec, N B	.....	W U,	.....
Paradise, N S	Mar.,	.....	V
Parrsboro, N S	Can., Dom., Mar.,	W U,	.....
Peake's, P E I	.....	.....	P E I
Peel,	Dom.,	.....	N B
Penniac, N B	.....	.....	N B, S

Names.	Express.	Telegraph.	Telephone.
Penobsquis, N B	Can.,	W U.,	N B.,
Perth, N B	Dom.,	W U.,	
Petitcodia, N B	Can., Dom ,	W U.,	N B.,
Petit Rocher, N B	Can.,	G N W.,	
Petit River Bridge, N S			N S.,
Pictou, N S	Can.,	W U.,	N S.,
Pictou Landing, N S		W U.,	
Pinette, P E I			P E I,
Pleasant Lake, N S			Y,
Plymouth, N S			Y.,
Pockmouche, N B		W U,	
Point Lepreaux, N B		W U.,	
Point Sapin, N B		W U.,	
Point Prim Light, N S			V.,
Pointe du Chene, N B		W U.,	
Portapique, N S		C P R.,	E U, F.,
Port Elgin, N B	Dom.,	C P R.,	
Port Elgin, P E I		A A,	
Port George, N S			V.,
Port Hastings, N S	Can.,	W U., C P R.,	
Port Hill, P E I		A A,	
Port Hill Station, P E I		A A,	
Port Hood, N S		W U.,	
Port Maitland, N S			M.,
Port Medway, N S		W U.,	
Port Morien, N S		W U.,	
Port Mulgrave, N S		W U.,	
Port Williams, N S	Mar.,	W U.,	V.,
Pownal, P E I			P E I.,
Pubnico East, N S			Y.,
Pubnico East, Mid N S			Y.,
Pubnico East, Lwr N S			Y.,
Pubnico Harbor, N S		W U.,	Y.,
Pubnico Lwr West, NS			Y,
Pubnico West, N S			Y.,
Pugwash, N S	Can.,	W U.,	
Pugwash Junction, N S	Can.,		
Quaco West, N B	Can.,		Raw.,
Rawdon Central, N S			Raw.,
Rawdon Upper, N S			Chev.,
Red Pine, N B		G N W,	
Reserve, N S		C P R.,	
Reserve Mines, N S		C P R,	
Restigouche, N B			R,
Richibucto, N B		G N W.,	Mir.,
Richmond, N S		W U.,	
Richmond, P E I			P E I.,
Ritcey's Cove, N S			N S,
River Dennis, N S		W U.,	
River John, N S	Can.,	W U.,	
River Philip, N S	Can , Dom.,		N S.,
Riversdale, N S	Can.,	W U.,	

Names.	Express.	Telegraph	Telephone.
Rockingham Stat'n, N S	Can.,		
Rockville, N S			T,
Rogersville, N B	Can.,	G N W.,	
Rossway, N S			W & D,
Rothesay, N B	Can., Dom.,	W U.,	N B,
Round Hill, N S	Mar.,		
Royalty Junc, P E I		A A.,	
Rusagornish, N B	Dom.,		
Rusticoville, P E I			P E I,
Sackville, N B	Can , Dom.,	W U., C P R.,	N B & Sack.,
St Andrews, N B	Dom,, Am.,	W U,, C P R.,	
St Ann's, S Gut, N S		C P R,	
St Bernard, N S			M,
St Croix, N B,		C P R,	
St Eleanor's, P E I			P E I,
St Hilaire, N B	Can ,	W U,	
St John, N B	Can., Dom., Am., Mar., Whites.	W U., C P R,	N B,
St Joseph, N B			N B,
St Louis, P E I			P E I,
St Leonards Sta., N B,	Dom ,	W U,	
St Margarets Bay, N S			N S,
St Martins, N B	Dom ,	C P R,	St M,
St Marys, N B	Dom.,		
St Marys Ferry, N B		W U, C P R,	
St Pauls Island, N S		C P R,	
St Peters, N S		W U,	
St Peters, P E I		A A.	P E I,
St Stephen, N B	Dom., Am	W U, C P R,	N B,
Salisbury, N B	Can ,	W U,	N B,
Salmon River, N B		C P R,	St M,
Salmon River, N S		W U,	M,
Salt Springs, N S	Can.,	W U,	
Salt Springs Sta, N S			Y,
Sand Beach, N S			W & D,
Sandy Cove, N S			
Saulmerville, N S			M,
Scotch Village N S			Chev.,
Scotts' Bay, N S			V,
Scotsburn, N S		W U,	
Scotsburn Station, N S	Can.,		
Selmah & Noel ShoreNS			N,
Shediac, N B	Can.,	W U,	N B,
Sheet Harbor, N S		W U,	
Sheffield Mills, N B	Mar.,		V,
Shelburne, N S		W U,	
Sherbrooke, N S		W U,	
Ship Harbor, N S		W U,	
Shippigan, N B		G N W,	
Shippigan Island, N B		W U,	
Shubenacadie, N S	Can., Dom.,	W U,	N S,
Smith's Cove, N S			V,

Names	Express.	Telegraph.	Telephone
Somerset, N S	....	....	V, ...
Souris, P E I	....	A A, ...	P E I, ...
Southfarmington, N S	... .	....	V, ...
South Ohio, N S	....	....	M, ...
Southport, P E I	....	. ...	P E I, ...
Spa Springs, N S	....	....	V, ...
Springfield, N S	Mar.,	....	Cen, ...
Spring Hill, N B	....	C P R, ...	N B, ...
Spring Hill, N S	Can., Dom., ...	W U, ...	....
Spring Hill Junc, N S	Can., Dom., ...	W U, ...	....
Spry Bay, N S	....	W U, ...	....
Stanley, N B	....	C P R, ...	N B, S, ...
Stanley Bridge, P E I	....	....	P E I, ...
Stanley (Dr McNeills), P E I	Can., ...	....	P E I, ...
Stellarton, N S	Can., ...	W U, C P R, ...	N S, ...
Stewiacke, N S	Can., Dom., ...	W U, ...	N S, ...
Stewiacke, Middle	....	....	N S, ...
Stewiacke, Upper	....	....	N S, ...
Stonehaven, N B	....	G N W., .. .	....
Summerville, N S	....	....	Chev, ...
Summerside, P E I	Can., ...	A A, ...	P E I, ...
Sussex Vale, N B	Can., Dom., ...	W U, C P R, ...	N B, ...
Sydney, N S	Can , ...	W U, C P R, ..	....
Sydney Forks, N S	....	C P R, ...	....
Sydney Mines, N S	....	W U, C P R, ..	....
Sydney, South, N S	....	W U, C P R, ...	....
Sydney River, N S,	....	C P R, ...	....
Tangier, N S	....	W U, ...	....
Tatamagouche, N S	Can., ...	W U, ...	....
Tennycape, N S	....	....	N S, ...
Thomson's Station, N S	Can., ...	W U, ...	....
Tignish, P E I	....	A A, ...	P E I, ...
Tiverton, N S	....	....	W & D, ...
Torbay, N S	....	W U, ...	....
Torbrook Mines, N S	....	....	V, ...
Tracadie, N S	Can., ...	W U, ...	....
Tracadie, N B	....	G N W, ...	....
Tracey's Station, N B	Dom., ...	....	....
Truro, N S	Can., Dom., ...	W U, C P R, ..	N S, ...
Tryon, P E I	....	.. ..	P E I, ...
Tusket, N S	....	....	Y, ...
Tusket Wedge, N S	....	....	Y, ...
Tyne Valley, P E I	....	....	P E I, ...
Valley Station, N S	....	W. U., ...	....
Valleyfield, P E I	....	....	P E I, ...
Victoria Bridge,	....	....	V, ...
Victoria, P E I	....	....	P E I, ...
Victoria Corner, N B	....	C P R, ...	....
Victoria Mines, N S	....	C P R, ...	....
Victoria Vale, N S	....	....	V, ...
Verner River Brg, P E I	....	....	P E I, ...

Names.	Express.		Telegraph.		Telephone.	
Vernon River (O'Neills, P E I,	....	.....	....	....	P E I,	....
Wallbrook, N S	....	....	....	....	V,	....
Wallace, N S	Can,	....	W U.,	....	....	....
Walton, N S	....	.....	....	....	Chev,	....
Waterville, Hants, N S	Mar,	.....	....	....	V,	....
Waterville, Kings, N S	.....	....	W U.,	....	V,	.....
Watt Junction, N B	Dom,	....	C P R,	....	.....	.....
Waverley, N S	.....	....	W U,	....	N S,	.....
Webster's Corner, P E I	.....	.....	....	....	P E I,	.....
Wellington, N S	.....	.....	W U,	.....	.....	.....
Wellington, P E I	...	....	A A,	....	P E I,	.....
Welsford, N B	Can,	....	W U,	.....	.....	.....
Wentworth,	Can,	....	W U,	.....	....	....
West Bay Road,	Can,	....	W U,	....	....	....
West Chester, N S	....	....	....	....	N S,	.....
Westfield, N B	Dom,	.....	W U,	....	N B,	.....
Westfield Centre, N B	.....	.....	W U,	....	.....	.....
West Port, N S	....	....	....	....	W & D,	....
West River, N S	....	....	W U,	....	....	....
West River, N S	Can,	.....	....	....	....	....
Westville, N S	Can,	.....	W U, C P R,	..	N S,	.....
Weymouth, N S	Mar,	....	W U,	....	M,	....
Weymouth Bridge, N S	.....	.....	....	....	M,	.....
Whale Cove, N S	....	....	....	...	W & D,	.....
Whitehaven, N S	....	....	W U,	....	.....	.....
White Rock, N S	.....	.....	.....	.....	V,	....
Wilmot, N S	Mar,	....	W U,	.....	V,	....
Windsor, N S	....	....	W U,	.....	N S, Raw,	....
Windsor Junction, N S	Can, Mar,	....	W U,	....	.....	.....
Wolfville, N S	Mar,	.....	W U,	....	V,	.....
Wood Islands, P E I	....	....	.....	.....	P E I,	.....
Woodstock, N B	Dom,	....	W U, C P R,	..	N B,	....
Yarmouth, N S	Mar, Am,	....	W U,	.....	M, Clt, Y,	....
Yarmouth Bar, N S	....	....	....	....	Y,	.....
Young's Cove, N B	Can,	....	....	....	N B, C,	.. .
Zion Station, N B	....	....	....	....	S,	....
Zionville, N B	....	....	....	....	N B,	.....

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St. John, N. B.

BANKS,

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BANK OF BRITISH NORTH AMERICA.—Incorporated 1840. Capital paid up, £1000,000 Stirling; Reserve Fund, £275,000 Stirling. Head Office, London, England. Directors—John H. Brodie, J. J. Cater, Gaspard Farrer, Henry R. Farrer, Richard H. Glyn, E. A. Hoare, H. J. B. Kendall, J. J. Kingsford, Fredk. Lubbock. G. D. Whatman. General Manager, H. Stikeman. Montreal: Local Manager, St. John, H. A. Harvey Branch Agencies in Maritime Provinces—St. John, N. B; Fredericton, N. B; Halifax, N. S. Bankers and Correspondents—London, Eng, Messrs. Glyn, Mills, Currie & Co.; New York: Bank of British North America, 52 Wall Street; Boston: Merchants National Bank.

BANK OF MONTREAL.—Established 1817.—Incorporated by Act of Parliament. Capital (all paid up), $12,000,000.00; Reserved Fund, $6,000,000.00; Undivided Profits, $859,698.40. Head Office, Montreal. Board of Directors.—Sir D. A. Smith, G C. M. G., President; Hon. G. A. Drummond, Vice-President; A. T. Paterson, Esq.; W. C. McDonald, Esq; Hugh McLennan, Esq.; R. B. Angus, Esq.; E B. Greenshields, Esq.; A. F. Gault, Esq.; W. W. Ogilvie, Esq. E. S. Clouston, General Manager. A. Macnider, Chief Inspector, and Superintendent of Branches; A. B. Buchanan, Inspector of Branch returns; W. S. Clouson, Assistant Inspector. James Aird, Secretary. Branches in the Maritime Provinces—Chatham, N. B.; Moncton, N. B.; Amherst, N. S.; Halifax, N. S.; St. John, N. B., E. C. Jones, Manager.

THE BANK OF NEW BRUNSWICK.—Incorporated 1820. Capital paid up, $500,000; Rest and Undivided Profits, $605,943. Head office, St. John, N. B. Directors—Hon. J. D. Lewin, President; W. W. Turnbull, Vice-President; Simeon Jones, Charles F. Woodman, James Manchester, Robert Thomson; Manager, George A. Schofield, Cashier, Joshua Clawson. Branches and Correspondents: London, Eng., Williams, Deacon & Manchester & Salford Banks, Lt'd.; New York: Mechanics' National Bank; Boston: Eliot National Bank; New England National Bank; Chiago: Union National Bank. See adv. per index.

BANK OF NOVA SCOTIA.—Incorporated 1832. Capital paid up, $1,500,000.00; Reserve Fund, $1,500,000.00; Undivided Profits, $27,762 93. Directors—John Doull, President; Vice-President; Jairus Hartt, John Y. Payzant, R. B. Seeton. Head office, Halifax, N. S. Thomas Fyshe, Cashier; Daniel Waters, Inspector; H. A. Flemming, Local Manager. Branches and Agencies.—In Nova Scotia: Amherst, New Glasgow, Annapolis, Bridgetown, Digby, Halifax, Kentville, Liverpool, North Sydney, Oxford, Pictou, Stellarton, Westville, Yarmouth.—In New Brunswick: Campbellton, Chatham, Fredericton, Moncton, Newcastle, St. Andrews, St. John, St. Stephen, Sussex, Woodstock.—In Prince Edward Island: Charlottetown, Summerside. Correspondents—In Canada: Canadian Bank of Commerce, Bank of British Columbia.—In United States: Bank of New York, N. B. A., New York, Merchants' National Bank, Boston.—In St. Pierre, et Miquelon: La Banque des Iles St. Pierre et Miquelon.—In Great Britain: Royal Bank of Scotland, and Branches. See Adv. per Index.

ST. STEPHENS BANK—Incorporated 1836. Capital paid up, $200,000; Rest and Undivided Profits, $53 500. Head office, St. Stephen, N. B. Directors—Frank Todd, H. F. Todd, John D. Chipman, J. G. Stevens, jr., E. W. Balkam, Cashier, J. F. Grant. Bankers and Correspondents: Bank of Montreal; Globe National Boston; Bank of New York, N. Y.; Glyn, Mills, Currie & Co., London. See adv per index.

Bank of Yarmouth, N. S.—Incorporated 1865. Capital paid up, $300,000; Rest and Undivided Profits, $47,000. Head office, Yarmouth. Directors—Hon. L. E. Baker, President; C. E. Brown, Esq., Vice-Pres. Hon. John Lovitt, S. A. Crowell, Esq; H. Cann, Esq.; Cashier, T. W. John. Bankers and Correspondents, London, Eng: Union Bank; Montreal: Bank of Montreal, Molsons Bank; New York: National Citizens Bank; Boston: Eliot National Bank.

Commercial Bank of Windsor.—Incorporated 1866. Capital paid up, $345,231.00; Rest and Undivided Profits, $108,977.96. Head office: Windsor, N. S. Directors—A. P. Shand, President; John Keith, Vice-President; Clarence H Dimock, W. H. Blanchard, Chas. S. Wilcox; Cashier: Walter Lawson. Branches and Agencies: Middleton, N. S., S. E. Marshall, Agent; Truro, N. S., Chas. A. S. Armstrong, Agent; Parrsboro, N. S., E. R. Reid, Agent. Bankers and Correspondents: Union Bank of London Lt'd., London; Bank of New York, New York; Canadian Bank of Commerce, Ontario; Bank of Nova Scotia, Nova Scotia; Bank of New Brunswick, St. John, N. B.

Exchange Bank of Yarmouth, Nova Scotia.—Incorporated 1869. Capital Subscribed, $280,000; Capital paid up, $250,075; Reserve Fund, $30,000; Profits, $34,689.63. Board of Directors Robert Caie, President; John H. Killam, Vice-President; Nathan B. Lewis, Bowman B. Law, William L. Lovitt. A. S Murray, Cashier; T. V. B. Bingay, Ass't.-Cash. Principal Correspondents—New York: Produce Exchange Bank; Boston: Boylston National Bank; Montreal, Toronto, Winnipeg: *Merchants Bank of Canada; Victoria, B.C., *Bank of British Columbia; St John, N. B.: *Bank of British North America; Halifax, N. S.: *People's Bank of Halifax; Bank of British North America; Charlottetown, P. E. I.: *Merchants Bank of Halifax; St. Johns, Newfoundland: Merchants Bank of Halifax; and The Cheque Bank, Limited; issuing cheques negotiable in every country in the world. * The Bank's Notes are redeemed at par by these Banks.

The Halifax Banking Company.—Established 1825; Incorporated 1872. Capital paid up, $500,000; Reserve Fund, $325,000. Head office, Halifax, N. S. Board of Directors—Robie Uniacke, Esq., President; C. Willoughby Anderson, Esq., Vice-President; F. D. Corbett, Esq.; John Macnab, Esq.; W. J. G Thompson, Esq.; H. N. Wallace, Cashier; A. Allan, Inspector. Agencies: Amherst, N. S., J. H. Morrison, Agent; Antigonishe, N. S., J. M. Brough, Agent; Barrington, N. S., F. W. Homer, Agent; Bridgewater, N. S., H. H. Archibald, Agent; Canning, N. S., J. R. Forbes, acting Agent; Lockeport, N. S. E. A Capstick, Agent; Lunnenburg, N. S., D. I. Forbes, Agent; New Glasgow, N. S., Boies DeVeber, Agent; Parrsboro, N. S., A. S. Townshend, Agent; Sackville, N. B., W. H. Harrison, Agent; St. John, N. B, Jas. G. Taylor, Shelburne, N. S., T. W. Magee, Agent; Springhill, N. S., E. B. Fairbanks, Agent; Truro, N. S., J. Moorman, Agent; Windsor, N. S., J. A. Russel, Agent. Correspondents: London, Parrs Bank, Limited; New York, Fourth National Bank; Boston, Suffolk National Bank; Dominion of Canada, The Molsons Bank and Branches.

The Merchants' Bank of Halifax.—Incorporated 1869. Head office, Halifax, N. S. Capital paid up, $1,500,000; Reserve Fund, $1,075,000. Board of Directors—Thomas E. Kenny, Esq., President; Thomas Ritchie, Esq., Vice-President; Michael Dwyer, Esq., Wiley Smith, Esq., H. G. Bauld, Esq., Hon. H. H. Fuller, M. L. C, Hon. David MacKeen,; D. H. Duncan, Cashier; W. B. Torrance, Assistant Cashier; W. R. Racey, Inspector. Branches and Agencies: Antigonish, N. S., C. E. Harris, agent; Bathurst, N. B., J. F. Barry, agent; Bridgewater, N. S., W. S. Tupper, agent; Charlottetown, P. E. I., O. A. Hornsby, acting agent; Dorchester, N. B., R. P. Foster, agent; Fredericton, N. B., W. F. Mitchell, agent; Guysboro, N. S., T. G. A. Parkes, agent; Kingston, N. B., R. V. Dimock, agent; Londonderry, N. S., E. Walsh, agent; Lunenburg, N. S., R. S. Currie, agent; Maitland, N. S., D. Cameron, agent; Moncton, N. B., J. H. Abbott, agent; Montreal (Notre Dame W.), W. W. Ruthven, manager; Montreal (Westmount), H. W. Mayrand, manager; Montreal, E. L. Pease, manager; Newcastle, N. B., E. A. McCurdy, agent; Pictou, N. S., G. R. Chisholm, agent; Port Hawkesbury, N. S., J. A. MacIsaac, agent; Sackville, N. B., F. McDougall, agent; Shubenacadie, N. S., M. I. Lane, acting agent; St. John's, Newfoundland, F. H. Arnaud, manager; Summerside, P. E. I., P. W. Morrison, agent; Sydney, N. S., J. E. Burchell, agent; Truro, N. S., Martin Dickie, agent; Weymouth, N. S., D. Kemp, agent; Woodstock, N. B., G. A. Taylor; agent. Correspondents: Dominion of Canada, Merchants' Bank of Canada; Bermuda: Bank of Bermuda, Limited; United States: New York, Chase National Bank; Boston, National Hide and Leather Bank; Chicago, American Exchange National Bank; Buffalo. The City Bank, Great Britain, Bank of Scotland, London; France, Credit Lyonnais, Paris. See adv per index.

MERCHANTS BANK OF PRINCE EDWARD ISLAND.—Incorporated 1871. Capital paid up, $200,000.00; Rest and Undivided Profits, $50,000.00. Head office, Charlottetown, P. E. I. Directors—Benj. Heartz, President; L. L Beer, Vice-President; Fred Peters, D. Farquharson, W. A. Weeks. Cashier, J. M. Davison. Branches and Agencies: Souris, P. E. Island; Montague Bridge, P. E. Island. Bankers and Correspondents: London, Eng., The City Bank Lt'd.; Boston, Mass., Boston National Bank; Montreal, Halifax, St. John, Bank of Montreal.

PEOPLE'S BANK OF HALIFAX.—Incorporated 1864. Capital, $700,000; Reserve, $200,000. Directors: Patrick O'Mullin, President; George R. Hartt, Vice-President; Charles Archibald, William H. Webb, J. J, Stewart Head office, Halifax, N. S. John Knight, Cashier; D. R. Clarke, Inspector. Agencies: Halifax, (North End Branch); Lunenburg, N. S.; Canso, N S.; Windsor, N. S.; Wolfville, N. S.; North Sydney, C. B.; Port Hood, C. B.; Edmundston, N. B; Woodstock, N. B.; Shediac, N. B.; Lake Megantic, P. Q.; Cookshire, P. Q.; Fraserville, P. Q.; Levis, P. Q.; Quebec. Bankers: Ontario and Quebec, Bank of Toronto; St. John N. B., Bank of New Brunswick; New York, Bank of New York; Boston, New England & National Bank; London, G. B., Union Bank of London.

PEOPLES BANK OF NEW BRUNSWICK.—Incorporated 1864. Capital paid up, $160,000; Rest and Undivided Profits, $132,698.63 (January 31st 1897). Head office, Fredericton, N. B. Directors: A. F. Randolph, President; A. H. T. Randolph, Vice-President; Thomas Temple, James Tibbits, Geo. W. Babbitt. Cashier, J. W. Spurden. Bankers and Correspondents: Bank of N. B., St. John; Fourth National Bank, New York; Eliot National Bank, Boston; Union Bank of Canada and Branches; Union Bank of London, Limited., London, G. B.

SUMMERSIDE BANK.—Incorporated 1867. Capital paid up, $48,666.66; Rest and Undivided Profits, $14,000.00. Head office, Summerside, P. E. I. Directors: Angus McMillan, President; D. H. McDonald, Vice-President; E. P. Stavert, John S. Hinton, Thomas E. Ramsay. Robert McC. Stavert, Cashier. Bankers and Correspondents: Boston, Blackstone National Bank; Upper Canada, Molsons Bank and Branches; New Brunswick, Bank of New Brunswick; Nova Scotia, Union Bank of Halifax.

UNION BANK OF HALIFAX.—Halifax, N. S. Capital, $500,000; Rest, $205,000. Directors: W. J. Stairs, Esq., President; Wm. Robertson, Vice-President; Hon. Robert Boak, William Roche, Esq.; J. H. Symonds, Esq.; William Twinning, Esq.; C. C. Blackadar, Esq. Head office, Halifax, N. S. E. L. Thorne, cashier; C. N. S. Strickland, accountant. Agencies: Annapolis, N. S., E. D. Arnard, agent; New Glasgow, N. S., R C. Wright, agent; North Sydney, C. B., S. D. Boak, agent; Dartmouth, N. S, C. W. Frazer, acting agent; Glace Bay, C.B., A. D. MacRae, agent; Kentville, N. S., J. W. Borden, agent; Liverpool, N. S., E. R. Mulhall, agent; Barrington Passages, N. S., J. D. Leavitt, acting agent. Interest allowed on Deposit Receipts and Deposits in Savings Bank Department. Collections receive immediate attention and prompt returns made. Drafts bought and sold on all parts of Canada, United States and England, and Letters of credit issued. See adv per index.

LIST OF DOMINION SAVINGS BANKS IN DOMINION.—**Ontario**: Toronto; **Manitoba**: Winnipeg; **British Columbia**: Victoria; **Nova Scotia**: Acadia Mines, Amherst, Arichat, Barrington, Bridgewater, Guysboro, Halifax, Kentville, Liverpool, Lunenburg, Maitland, New Glasgow, Parrsboro, Pictou, Port Hood, Shelburne, Sherbrooke, Wallace, Weymouth; **New Brunswick**: Chatham, Dalhousie, Fredericton, New Castle, St. Andrews, St. John, Woodstock; **Prince Edward Island**: Charlottetown, Summerside Balance at Credit of Depositors in Dominion Savings Banks at above agencies March 1st 1897, $17,406,018.34 Balance at Credit of Depositors in P. O. Savings Banks March 1st 1897, $30,326,903.35. Deposits and withdrawals made at all principal Post Offices.

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Albert to Elgin, 25 miles. — Leaves Albert 7 a. m. Saturdays; leaves Elgin Fridays. Fare $100 each way.

Stops at	Barrett's Home,	6	miles	from	Albert.
"	Kerry,	10	"	"	"
"	Lake Road,	13	"	"	"
"	Hill Side,	15	"	"	"
"	River View,	22	"	"	"

Albert to Point Wolfe, 21 miles. — Leaves Albert daily, 3 p. m.; return leaves Point Wolfe 7 p. m. Fare, single $1 25, return $2.25.

Stops at	Beaver Brook,	3	miles	from	Albert,
"	Germantown,	6	"	"	"
"	West River,	10	"	"	"
"	Hebron,	13	"	"	"
"	Alma,	16	"	"	"

Albert Station to Harvey Bank, 3½ miles — Leaves Albert 2 p m each day; stops at Harvey and connects with stage to Waterside; return, leaves Harvey Bank at 8 p m, return next morning at 4.15 a m. Fare, 30 cents each way.

Amherst to Hastings, 8 miles — Weekly, Fridays.

Amherst to Linden, 21 miles — Mondays, Wednesdays and Fridays; fare, $1.00. Stops at East Amherst, Trumanville, Head of Amherst and Shinimicas.

Amherst to Little River, 21 miles — Mondays, Wednesdays and Fridays; fare, $1 00. Stops at Brookdale, Salem, West Leicester, East Leicester and Mansfield.

Amherst to Northpark, 25 miles — Daily. Stops at Chappell's Mills, Tidnish, Tidnish Bridge, Rockwell's and Larueville.

Annapolis to Milford, 15 miles — Daily, connecting with trains east and west, returning after assortment of mails.

Antigonish to Cape George. — Leaves Antigonish at 6 a. m. Mondays, Wednesdays, Fridays and Saturdays. Fare, $1.00; return, $2.00. Stops at Georgeville, Malignaut Cove, Mondays and Fridays. Return Wednesdays and Saturdays.

Antigonish to Isaac's Harbor. — Leaves Antigonish daily at 4 p. m. Fare, $3 00; return, $5 00. Stops at South River Lake 6 30 p m Country Harbor Cross Roads 8 30 p m. Fare $2.00. Isaac's Harbor 10.30 return; leaves Isaac's Harbor 2 to 4 a m.

Antigonish to Sherbrook. — Leaves Antigonish 3.45 p m. daily. Fare, $2.50; stops at North End La Harbor 5.30 p m. Fare, $1.00; south end La Harbor 6.45. Fare, $1.50; La Harbor 6 p m. Fare, $1.25; Cross Roads St Marys 8 p m. Fare, $1.75; Melrose 9 p m. Fare, $2.00; Sherbrook 10.30 return; leaves Sherbrook 4 a m, Melrose 6 a m, Cross Roads St Mary's 6.30 a m, South End La Harbor 7.45 a m, La Harbor 8 a m, North End La Harbor 8.30 a m, Antigonish 10.30 a m.

Bear River to Bear River Station, 4 miles — Leaves Bear River 11.30 a m to connect with daily express; return 1.30 p m. Also second stage at 7.30 a m to connect with eastern accommodation, and at 4.30 p m to connect with western accommodation. Fare, 50 cents each way.

Bear River to Digby, 9 miles — Leaves Bear River 9 a m, Mondays, Wednesdays and Saturdays; return 10.30, and returning leaves Digby 4 p m same day, calling at Bear River Station, arrives 5 30 p m. Fare, 75 cents, return $1 25.

Bear River to Deep Brook Station, 4 miles — Leaves Bear River daily at 11 a m to connect with eastern and western trains; returning, leaves Deep Brook 2.30 p m same day. Fare, 40 cents, return 75 cents.

Berwick to Harborville, 9 miles. — Leaves Harborville 8.30. Stops at Bilington, Garland and Summerset. Arrives at Berwick 10.30; return, leaves Berwick 12 noon. Fare, $1.00; return, $1.50.

Berwick to Summerset, 2 miles. — Leaves Berwick 12 noon; returns next Monday; leaves Summerset at 10.30 a m. Fare, 25 cts. each way.

Bridgetown to Granville Ferry, 14 miles. — Leaves Bridgetown Tuesdays, Thursdays and Saturdays at 8 a m. Stops at Upper Granville, Green's Creek, Belle Isle, Willet's Quarry and Granville Centre. Arrives at Granville Ferry 10 a m; returns, leaving Granville Ferry at 10 a m next day; arrives at Bridgetown 12 noon. Fare, 45 cents.

Bridgetown to Lawrencetown, 11 miles. — Leaves Bridgetown 10 a m, Thursdays and Saturdays, after arrival of express; stops at Paradise and returns same day.

Bridgetown to Middleton, 17 miles. — Leaves Bridgetown at 8 a m, Mondays and Thursdays. Stops at Central Clarence, Clarence and Upper Clarence; arrives at Middleton about noon to connect with west train; returns same day; arrives at Bridgetown 6 p m. Fare, 50 cents.

Bridgetown to Parker's Cove, 27 miles. — Leaves Bridgetown Tuesdays; stops at Port Lorne and Chute's Cove on Fridays; leaves Bridgetown on arrival of train for Parker's Cove, arriving at 10 a m on Saturdays; return, leaves Parker's Cove same day; arrives at Bridgetown 5 p m.

Bridgewater to Auberdale. Middle Branch, Upper Branch, New Canaan, Stanley Section, Branch LaHave, Lower Branch and Bridgewater — Leaves 6 a m Thursdays, and returns at 2 p m same day.

Bridgewater to Liverpool, 30 miles — Leaves Bridgewater 6.30 daily. Fare, $2, return $4. Stops at Mill Village, 20 miles; fare, $1.50, return $3.00. Brooklyn, 28 miles. fare $1.75, return $3.50. Arrives at Liverpool 12 noon, return 4 p m; arrives at Bridgewater 9 a m next day.

Bridgewater to Lunenburg, 12 miles — Leaves Bridgewater Mondays, Wednesdays and Fridays at 9.15 a m, arrives at Lunenburg 11 a m. Stops at Day Spring, 2½ miles; Upper LaHave, 4 miles; Rhodes' Corner, 6 miles. Returns same day; arrives at Bridgewater 4.30 p m. Fare, 5 cents per mile, return 7½ cents per mile.

Bridgewater to Mill Village, 40 miles — Leaves Bridgewater [illegible]days, Thursdays and Saturdays at 6 a m. Stops at Conquerall, 4 miles; Pleasantvi[illegible] miles; West LaHave Ferry, 10 miles; Getson's Point, 12 miles; Dublin Shore, 14 miles; West Dublin, 16 miles; Petite Riviere, 20 miles; Broad Cove, 24 miles; Cherry Hill, 26 miles; Voglar's Cove, 30 miles; East Port Medway, 34 miles. Arrives at 2 p m same day, and returning leaves Mill Village Mondays, Wednesdays and Fridays at 6 a m, and arrives at Bridgewater 2 p m same day. Fare, 5 cents per mile, return 7½ cents per mile.

Bridgewater to Pleasant River, 18 miles. — Leaves Bridgewater Tuesdays and Thursdays at 6 a m; arrives at Pleasant River 9.30 a m; stops at Newcomb's, 5 miles, Barker's Settlement, 10 miles; returns same day. Fares, 5 cents per mile; return, 7½ cents per mile.

Campbellton to Gaspe Basin, 200 miles. — Leaves Campbellton daily at midnight. Stops at Carleton, New Richmond, New Carlisle, Passebiac, Port Daniel, Perce, Point St. Peter and Gaspe; leaves Gaspe daily for Campbellton.

Campbellton to Seven Mile Ridge, 8 miles. — Leaves Campbellton Fridays at 8 a m; returns, leaves Seven Mile Ridge at 10 a m; arrives at Campbellt[illegible] noon. Fare, 50 cents each way.

Canning to Blomidon, 8 miles. — Leaves Canning daily at 1 p m; stops at Upper Pereaux, 2½ miles; Delhaven, 4½ miles; returns next day; leaves Blomidon at 12 noon. Fare 25 cents; return, 50 cents.

Canning to Scott's Bay, 12 miles. — Leaves Canning Tuesdays, Thursdays and Saturdays at 1 p m; stops at Scott's Bay Road, 6 miles; requires to remain over one day at Scott's Bay. Fare, 50 cents each way.

Chatham to Bay du Vin, 25 miles — Leaves Chatham Tuesdays and Fridays at 8 a m. Stops at Loggieville, 6 miles, 25 cents, return 40 cents; Lower Nappan, 10 miles, 35 cents, return 50 cents; Black River, 13 miles, 50 cents, return 70 cents; Little Branch, 16 miles, 60 cents, return 80 cents; Hexham, 19 miles, 70 cents, return $1.00; Bayside, 21 miles, 80 cents, return $1.10; Bay du Vin $1.00, return $1 50; connects with stages to Escuminac Point, returns, leaves Bay du Vin same day at 1.30 p m, arrives at Chatham 7 p m.

Chatham to Kouchibouguac, 26 miles — Leaves Chatham at 8 a m Mondays and Thursdays. Stops at Black River, 8 miles, Upper Bay du Vin, 16 miles, and Laketon, 20 miles; leaves Kouchibouguac same day. Fare, $1.00; return, $1.75.

Chatham to Loggieville, 6 miles — Leaves Chatham at 9 a m Mondays, Wednesdays, Thursdays and Saturdays, returning same day. Fare, 25 cents; return, 40 cents.

Chatham to Tracadie, 52 miles — Leaves Chatham daily at 7.30 a m. Stops at Millbank, 1 mile. Fare, 25 cents; Lower Newcastle, 5 miles, 35 cents; Bartibogue, 8 miles, 40 cents; Willows, 11 miles, 50 cents; Burnt Church, 21 miles, 75 cents; River du Caches, 25 miles, $1.00; Neguac, 27 miles, $1.00; Upper Neguac, 30 miles, $1.00; Tabusentac, 38 miles, $1.50; Legere, 45 miles, $1.75; Ferguson's Point, 49 miles, $1.75; Tracadie, $2.00; returns, leaves Tracadie daily at 7 a m. Fare, $2.00; return, $3.50.

Chesley's Corner and Caledonia Corner, 26 miles — Leaves Chesley's Corner on arrival of evening train. Stops at Hemford, Pleasant River, North Brookfield, and returns at 4 a m next day to connect with morning train.

Dalhousie to Blair Athol, 13 miles — Leaves Dalhousie at 8.30 a m Tuesdays and Fridays. Stops at Stanmore, Shannon Vale, Dundee, Selwood, Mountain Brook, Balmoral and St Maure; returns, leaves Blair Athol same day at 2.30 p m. Fare, $1.00 each way.

Dalhousie to Point La Nim, 3 miles — Leaves Dalhousie Mondays, Wednesdays and Fridays at 8 a m; returns immediately. Fare, 25 cents each way.

Digby to Digby Neck, 40 miles — Leaves Digby at 3 p m. Stops at Sandy Cove, 20 miles. Fare, $1.00; return, $1.50; returns next morning, and stops at Tiverton, 30 miles; fare, $1.50; return, $3.00; Westport, 40 miles, fare, $2 50; return, $4.25; returns, leaves Westport at 1 p m same day, and stops at Sandy Cove over night; leaves 6 30 a m; arrives at Digby 10.30 a m.

Dorchester to Rockport, 12 miles — Leaves Rockport Mondays, Wednesdays and Fridays at 9 a m. Stops at Upper Rockport, 3 miles, Johnson's Mills, 6 miles; arrives at Dorchester 11 a m; returns, leaves Dorchester 12.30 p m.

Dorchester to Fairview, 3½ miles — Leaves Fairview Fridays at 10 a m; return, leaves Dorchester 12.30 p m same day.

Dorchester to Woodhurst, 4 miles — Leaves Woodhust at 10 a m Thursdays; returns, leaves Dorchester 12.30 p m same day.

Dorchester to Harvey — Stops at Hopewell Cape, Hillsboro, leaving Dorchester daily. Fare, 50 cents each way.

Fredericton to Hanwell, 9 miles — Leaves Hanwell at 11 a m; returns to Fredericton 4 p m.

Fredericton to Lower St. Mary's — Leaves Fredericton at 1 p m Wednesdays and Saturdays; returns same day, and arrives at Fredericton 5 p m.

Fredericton to Meductic, 51 miles — Leaves Fredericton at 8 a m Mondays, Wednesdays, and Fridays. Stops at Springhill, 5 miles, fare, 25 cents; Lower French Village, 9 miles, fare, 40 cents; Central Kingsclear, 11 miles, fare, 50 cents; Kingarth, 14 miles, fare, 50 cents; Kingsclear, 16 miles, fare, 65 cents; Bardon, 20 miles, fare, 75 cents; Lower Prince William, 22 miles, fare, $1.00; Prince William, 25 miles, fare, $1.00; Lower Dumphries, 28 miles, fare, $1.25; Dumphries, 30 miles, fare, $1.50; Barony, 33 miles, fare, $1.50; Hawkshaw, 37 miles, fare, $1.50; Pokiock, 38 miles, fare, $1.50; Shogamoc, 42 miles, fare, $1.75; Temple office, 46 miles, $2.00; Meductic, fare, $2.00; return, $3.50; returns, leaves Meductic Tuesdays, Thursdays and Saturdays at 8 a m.

Fredericton to New Maryland and Nasonworth Route, 12 miles — Leaves New Maryland Thursdays at 10 a m; arrives at Fredericton at 12 noon, and leaves same day at 2 p m.

Fredericton to Nashwaaksis — Leaves Fredericton Tuesdays, Wednesdays and Saturdays at 10.30 a m; returns 8 p m same day.

Fredericton to St. Mary — Leaves Fredericton twice each day at 8 a m and 10.30 a m; returns same day; arrives at Fredericton 10 a m and 8 p m.

Fredericton to Tay Mills, 27 miles — Leaves Fredericton at 8 a m Fridays. Stops at Nashwaaksis, 2 miles, fare, 20 cents; Royal Road, 6 miles, fare, 30 cents; Royal Road (west), 10 miles, fare, 50 cents; Kingsley, 12 miles, fare, 50 cents; Burton, 16 miles, fare, 65 cents; Hamtown, 18 miles, fare, 75 cents; Woodland, 22 miles, fare $1.00; Tay Mills, $1.00; return, $1.75; returning, leaves Tay Mills at 8 a m Saturdays.

Fredericton to Wisely, 5 miles — Leaves Fredericton at 2.30 p m Mondays and Thursdays; returning, leaves Wisely same day. Fare, 25 cents; return, 40 cents

Hampton Station to Hampton Village, 1 mile — Leaves station on arrival of trains; returns same day; fare, 10 cents each way.

Hampton Station to Upperton, 17 miles — Leaves Hampton Station at 9 a m Mondays, Wednesdays and Fridays. Stops at Smithtown, 5 miles, fare, 75 cents; Robertson, 7 miles, fare, 75 cents; Titusville, 9 miles, fare, 75 cents; Barnesville, 12 miles, fare, $1.00; Upham, 14 miles, fare, $1 00; Upham Station, 15 miles, fare, $1.00; Upperton, fare, $1.00. At Titusville connects with Salina and Salt Springs Wednesdays and Fridays.

Hillsboro to Dawson Settlement, 7 miles — Leaves Dawson Settlement Wednesdays and Saturdays at 8.30 a m. Stops at Hiram, Steevescote and Wellington; returns, leaves Hillsboro same day at 12 noon. Fare, 50 cents each way.

Hillsboro to Hopewell Cape, 7 miles — Leaves Hillsboro daily at 11.30 a m. Stops at Surrey and Edgett's Landing; returns, leaves Hopewell Cape next morning at 5.30 a m. Fare, 35 cents each way.

Hillsboro to Rosevale, 12 miles — Leaves Rosevale Tuesdays, Thursdays and Saturdays at 8 a m. Stops at Erving's Settlement, Beach Hill, Shenstone and Salem; returns, leaves Hillsboro at 12 noon. Fare, $1.00 each way.

Kentville to Canaan, 3 miles — Leaves Kentville at 12 noon daily. Stops at New Minas, 2 miles, and Highbury, 2½ miles; returns same day. Fare, 50 cents.

Kentville to Chester, 46 miles — Leaves Kentville Mondays and Thursdays at 6 a m. Stops at North Alton, 3 miles, Beach Hill, 6 miles, New Ross Road, 15 miles, Aldersville, 19 miles, New Ross, 26 miles, Chester Basin, 40 miles; returning, leaves Chester Tuesday and Fridays. Fare, $2.50; return, $4 00

Kentville to Grafton, 12 miles — Leaves Kentville at 12 noon daily. Stops at Steam Mill Village, 3 miles, Centreville, 4 miles, Billtown, 6 miles, Lakeville, 7 miles, Kinsman's Corner, 10 miles; returns via Brooklyn Corner same day.

Newcastle, N. B., to Indiantown, N. B., 17 miles — Leaves Newcastle Mondays, Wednesdays, and Fridays at 8 a m. Stops at Bridgetown, 3 miles, Lower Derby, 9 miles, Millerton, 12 miles, Derby, 14 miles, Bryanton, 16 miles. Fare, 75 cents each way; returns, leaves Indiantown at 1 p m; arrives 6 p m same day.

Newcastle to Protectionville, 28 miles — Leaves Protectionville at 6.30 a m Thursdays. Stops at Sevogle, Wayerton and Front Brook; return, leaves Newcastle same day at 1 p m. Fare, $1.00 each way.

Newcastle to Redbank, 14 miles — Leaves Newcastle at 8 a m Mondays, Wednesdays, and Fridays. Stops at Strathadams, 5 miles, fare, 25 cents; Northesk Boom, 7 miles, fare, 30 cents; Whitney, 10 miles, fare, 40 cents; Red Bank, fare, 50 cents each way; returns, stops at South Esk; arrives at Newcastle 5 p m same day.

Norton to Belleisle Creek, 7 miles — Leaves Norton at 8.20 a m Mondays and Fridays. Stops at Avonmore, 5 miles; return, leaves Belleisle Creek same day. Fare, 50 cents each way.

Norton to Springfield, 7 miles — Leaves Norton at 8.20 a m daily. Stops at Midlands, 4 miles; returns, leaves Springfield at 11 a m. Fare, 50 cents each way.

Norton to Narrows, 22 miles — Leaves Norton at 8.20 a m Mondays, Wednesdays, and Fridays. Stops at Midlands, 4 miles, Springfield, 7 miles, Stewarton, 10 miles, Millbrook, 18 miles; return, leaves Narrows at 1 p m same day; arrives at Norton at 5 p m. Fare, $1.00 each way.

Sackville to Woodpoint and Rockford — Leaves Sackville Mondays, Wednesdays and Saturdays on arrival of train.

Sackville to Upper Sackville -- Leaves Sackville daily on arrival of train.

Saint George to Le Tange, 14 miles — Tri-weekly. Fare, 75 cents; return, $1.00; Stops at Mascream, Back Bay and Le Tite.

St. John to St. Martins, 35 miles — Leaves Connell's Stables, St. John, at 8 a m daily. Fare, $1.25; stops at Westmorland Road, Lock Lomond, Church Hill, and Shanklin on Saturdays; returns Mondays, via Westmorland Road, Willow Grove and Fairfield Tuesdays and Thursdays; returns, Mondays and Fridays. Stops at Westmorland Road, Lock Lomond, Garnet Settlement, Black River, Gardner's Creek, Tynemouth Creek; to St Martins on Mondays, Wednesdays and Fridays; returns, Tuesdays, Thursdays and Saturdays. Stops at Ben Lomond House.

St. Stephen to Basswood Ridge — Leaves St Stephen at 9 a m Fridays. Stops at Scotch Ridge, Pomeroy Ridge and Sutle Ridge; returns at 2 p m.

St. Stephen to Dufferin, 4 miles — Leaves St Stephen at 2 p m Tuesdays, Thursdays and Saturdays in summer, and Mondays and Thursdays in winter; returns same day at 4 p m.

Sussex Vale to Hillsdale, 15 miles — Leaves Sussex Vale at 10 a m Mondays, Wednesdays and Fridays. Stops at Lonsdale, 6 miles, Jeffreys, 8 miles, Markhamville, 11 miles, Hammondvale, 12 miles; return via Marsh Bank same day at 2 p m; arrives at Sussex 5 p m.

Sackville to Middle and Upper Sackville, 5 miles — Leaves Sackville every day at 1.30 p m, returning next morning. Fare 25 cents each way.

Sackville to Westcock and Woodpoint, 5 miles — Leaves Sackville every Tuesday and Friday at 1.30 p m, returning same days following week. Fare, 25 cents each way.

Sussex Vale to Newton, 9 miles — Leaves Sussex Vale at 10 a m Mondays, Wednesdays and Fridays. Stops at Keoham, 5 miles, Farningdale, 7 miles; returns same day via Smith's Creek, Mount Pisgah and Plumweseep on Wednesdays and Fridays.

Sussex Vale to Waterford, 8 miles — Leaves Sussex Vale at 10 a m on Mondays, and Wednesdays. Stops at Rockville, 4 miles; returns same day via Urney; arrives at Sussex Vale at 2.30 p m.

Sussex Vale to Donagal — Leaves Sussex Vale at 10 a m. Stops at Waterford and Cedar Camp; returns, leaves Donagal same day via Chambers Settlement; arrives at Sussex Vale at 6 p m.

Sussex Vale to Clover Hill; 15 miles — Leaves Sussex Vale at 10 a m Wednesdays and Saturdays. Stops at Ward's Creek, 4 miles, Poodie, 10 miles; returns same day via Campbell Settlement, Balfrou and Ratter's Corner; arrives at Sussex Vale 6.30 p m.

Sussex Vale to Head of Millstream, 15 miles — Leaves Head of Millstream at 6 a m Wednesdays and Saturdays. Stops at Carsonville, Gibbon, Keith, Folkins, and Millstream; returns same day.

Sydney, C. B., to Port Morian, 23 miles -- Leaves Sydney at 7 a m daily. Stops at Reserve Mines, Bridgeport, Little Glace Bay, Caledonia Mines and Big Glace Bay; arrives at Port Morian 11 a m; leaves for Sydney 3 p m; arrives 7 p m; Reserve Mines, fare, 50 cents; Bridgeport, fare, 75 cents; Little Glace Bay, fare, $1.00; Caledonia Mines, fare, $1 00; Big Glace Bay, fare, $1.25; Port Morian, fare, $1.50; return, $3.00.

Sydney to Louisburg — Stops at Albert Bridge and Catalorn. Fare, $1.50

Sydney to Gaberouse — Stops at Marion Bridge. Fare, $1.50.

Sydney to Strait of Canso -- Leaves daily at 7 a m. Stops at East Bay, Big Pond, St Peter's, Hastings to Mulgrave by boat.

Woodstock to Andover. 50 miles — Leaves Woodstock at 2 p m.

Woodstock to Long's Settlement. 26 miles — Leaves Woodstock at 7 a m Wednesdays and Saturdays. Stops at Hartford, 4 miles, fare, 25 cents; Wakefield Centre, 8 miles, fare, 50 cents; Lindsay, 10 miles, fare, 50 cents; Bloomfield Corner, 17 miles, fare, 75 cents; Brookville, 20 miles, fare, $1.00; Good's Corner, 23 miles, fare, $1.00; Long Settlement, fare, $1.00; returns same day at 1.30 p m; arrives at Woodstock 6.30 p m, fare, $1.00; return, $1.50.

Woodstock to Meductic, 12 miles — Leaves Woodstock daily at 1.30 p m; returns same day. Stops at Bull's Creek, 4 miles, fare, 25 cents; Lower Woodstock, 7 miles, fare, 40 cents; Meductic, fare, 50 cents; returning, leaves Meductic at 5 p m same day; arrives at Woodstock at 7 p m.

Woodstock to Mouth of Keswick, 60 miles — Leaves Woodstock at 9.30 a m.

Woodstock to Pioneer, 25 miles — Leaves Woodstock at 7 a m Tuesdays, Thursdays and Saturdays. Stops at Jacksonville, 4 miles, fare, 25 cents; Jacksontown, 8 miles, fare, 50 cents; Waterville, 9 miles, fare, 50 cents; Farmerston, 12 miles, fare, 50 cents; Avondale, 14 miles, fare, 50 cents; Lakeville, 17 miles, fare, 75 cents; Williamstown, 20 miles, fare 75 cents; Pioneer, fare, $1.00; return same day, leaves Pioneer at 1.30 p m; arrives at Woodstock 6.30 p m, fare, $1.00; return, $1.50

Woodstock to Woodstock Road Station, 8 miles — Leaves Woodstock daily at 9 a m; returns same day; leaves Woodstock Road Station at 3 p m; arrives at Woodstock at 5 p m. Stops at Richmond.

Yarmouth to Marveillette, 20 miles — Leaves Yarmouth daily at 8.30 a m. Stops at Hebron, 4 miles, fare, 25 cents; Hartford, 7 miles, fare, 30 cents; Port Maitland, 12 miles, fare, 50 cents; Beaver River, 14 miles, fare, 60 cents; Salmon River, 18 miles, fare, $1.00; return, $1.75; returns, leaves Marveillette at 1 30 p m same day; arrives at Yarmouth 6 p m.

Yarmouth to Port Maitland, 12 miles — Leaves Yarmouth Mondays, Wednesdays and Saturdays at 3.30 p m. Stops at Hebron and Hartford; arrives at Port Maitland at 5 p m; returns next day; arrives at Yarmouth 10 a m. Fare, 50 cents; return, 75 cents.

Yarmouth to Shelburne, 68 miles Leaves Yarmouth each night after arrival of express train from Halifax. Stops at Tusket, 10 miles, fare, 50 cents; return, $1 00; Argyle, 18 miles, fare, $1.00; return, $1.50; Pubnico, 27 miles, fare $1.25; return, $2.00; Barrington, 43 miles, fare, $2.50; return, $4.00; Shelburne, fare, $4.00; return, $6.00, connecting with stage to Lockport and Liverpool; returning, leaves Shelburne at 4 p m. Passengers stop at Barrington and take stage next morning for Yarmouth. Stage leaves Yarmouth on arrival of Boston boat for Shelburne; stops at Tusket, Argyle, Pubnico, Barrington and Shelburne; return, leaves Barrington at 8 a m. Fares same as above.

Yarmouth to Tusket, 10 miles — Leaves Yarmouth daily at 4 p m. Stops at Arcadia; arrives at Tusket 6 p m; leaves Tusket at 9 a m; arrives at Yarmouth at 11 a m. Fare, 50 cents each way.

Yarmouth to Tusket Wedge, 12 miles — Leaves Yarmouth at 4 p m; arrives at Tusket Wedge 6 p m; returns to Tusket Wedge 8 a m next day. Fare, 50 cents each way.

Yarmouth to Sandford (Cramberry Head), 7 miles — Leaves Yarmouth at 9.30 a m Wednesdays and Saturdays. Stops at Chegogin and Lakeside; returns, stops at Pembrooke and Overton; arrives at Yarmouth 1.30 p m same day. Fare, 75 cents.

Halifax to Yarmouth — Western Shore Route. Blair's coaches carrying H. M. mails, leaves Halifax daily at 6.30 o'clock a m, for Head of St Margaret's Bay, Chester, and Mahone Bay. Returning, leaves Mahone Bay daily at 8.30 a m. Connections are made daily at Mahone Bay with trains to Lunenburg and Bridgewater, and at head of St Margaret's Bay with a coach to French Village, Glen Margaret and Peggy's Cove.

Bridgewater to Mill Village — Coaches carrying H. M. mails leaves Bridgewater for Mill Village, Liverpool, Lockeport, and Shelburne daily at 8 p m, or after arrival of mail train from Middleton. Returning, leaves Shelburne daily at noon, on arrival of coach from Yarmouth. Connections are made daily at Liverpool with coaches to and from Milton and Port Medway.

Shelburne to Barrington — Coaches carrying H. M. mails, leaves Shelburne for Barrington, Tusket, Yarmouth, etc., daily at 4 p m, arriving at Yarmouth in time to connect with the morning train for Halifax. Returning, leaves Yarmouth daily, after arrival of train from Halifax. Connections are made at Clyde River and at Barrington with conveyances to various shore settlements. Halifax, 0 miles; Head St Margaret's Bay, 21 miles; McLean's, 11 miles; Che ter (45) 13 miles; Mahone Bay (62) 17 miles; Bridgewater, 9 miles; Mill Village, 18 miles; Liverpool (99) 10 miles; Port Mouton, 10 miles; Port Joli, 4 miles; Sable River, 11 miles; Lockeport, 14 miles; Jordan River, 12 miles; Shelburne (157) 7 miles; Barrington, 23 miles; Yarmouth, 48 miles. Total number of miles, 227.

Halifax to Sheet Harbor — Eastern Shore Route. Quinn's stage (carrying H. M. mails) leaves Halifax for Musquodoboit Harbor, Jeddore, Ship Harbor, Tangier, and Sheet Harbor, every Monday, Wednesday and Friday morning at 6 o'clock; returning the intervening days. Halifax, 0 miles; Innis', Porter's Lake, 18 miles; Ormon's, Chezzetcock Road, 2 miles; Musquodoboit Harbor, 11 miles; Webber's, Lakeville, 12 miles; Ship Harbor, 6 miles; Tangier, 14 miles; Sheet Harbor, 17 miles. Total number of miles, 80.

Dartmouth to Lawrencetown and Musquodoboit Harbor — A stage (carrying H. M. mails) leaves Dartmouth on the mornings of Tuesdays, Thursdays and Saturdays, and Musquodoboit Harbor on Mondays, Wednesdays and Fridays. Dartmouth, 0 miles; Lawrencetown, 16 miles; Seaforth, 5 miles; West Chezzetcock, 3 miles; Musquodoboit Harbor, 10 miles; Total number of miles, 34.

Sheet Harbor to Sherbrooke — A stage (carrying H. M. mails) leaves Sheet Harbor daily for Salmon River and Moser's River, and on Tuesday, Thursday and Saturday for Marie Joseph and Sherbrooke, returning the intervening days. Sheet Harbor, 0 miles; Salmon River, 16 miles; Moser's River, 9 miles; Marie Joseph, 10 miles; Liscomb, 15 miles; Sherbrooke, 11 miles. Total number of miles, 61.

New Glasgow, N. S — E R, St Mary's Route From St Mary's to Thorburn, McPherson's Mills, Meiklefield, Greenvale, Woodfield, Blue Mountains, Moore River, Garden of Eden, Eden Lake, Willowdale, Rock Mountain, E R, St Mary's, New Town and Greenfield.

New Glasgow to Churchill and Plymouth.

New Glasgow to Little Harbor.

Blanchard Road Route — McLellan's Brook, Kirkmount, McLellan's Mount, S McLellan's, Mount Blanchard Road.

New Glasgow to Trenton, daily.

Pictou to Cape John, tri-weekly.

Pictou to West River, daily.

Charlottetown to Victoria, 30 miles — Leaves Charlottetown Tuesdays, Thursdays and Saturdays at 7 a m, touching at North River, 4 miles; Cornwall, 6 miles; Clyde River, 8 miles; New Haven, 11 miles; Bonshaw, 15 miles; De Sable, 20 miles; Hampton, 24 miles; Victoria, 30 miles. Returning, leaves Victoria same days at 12.30, arriving at Charlottetown at 6 o'clock. Passenger rates, 75 cents to $1.00.

Charlottetown to Belfast, 22 miles — Leaves Charlottetown at 7 a m daily, touching at Southport, 1 mile; Alexandria, 4 miles; Pownal, 7 miles; Cherry Valley, 10 miles; Mill View, 11 miles; Vernon Corner Bridge, 12 miles; Vernon River, 15 miles; Orwell, 17 miles; Belfast, 22 miles. Returning, leaves Belfast at 1 p m, arriving at Charlottetown at 5 p m. Passenger rates, 50 to 75 cents each way.

Charlottetown to South Shore, 14½ miles — Leaves Charlottetown every Tuesday Thursday and Saturday at 7 30 a m, touching at Rock Point, 2½ miles; Fairview, 5½ miles; New Dominion, 6½ miles; Canoe Cove, 12½ miles; Long Creek, 8½ miles; Nine Mile Creek, 14½ miles. Returning, leaves Nine Mile Creek at noon same days, arriving at Charlottetown about 3 p m. Fare, 50 cents each way.

Summerside to Bedeque, 10 miles — Leaves Summerside daily at 10 a m, touching at North Bedeque, 4 miles; Ross Corner, 7 miles; Central Bedeque, 8½ miles; Bedeque, 10 miles; returning, leaves Bedeque at 6 30 a m next morning, arriving in Summerside at 8 a m. Passenger rates, 50 cents each way.

Summerside to North St. Eleanor's, 4 miles — Leaves Summerside daily at 10 a m (subject to change), touching at St Eleanor's, 2½ miles, and North St Eleanor's, 4 miles; returning, leaves North St Eleanor at 7.30 a m, arriving at Summerside at 8.15 a m. Passenger rates, 25 cents each way.

HALIFAX TRAM CARS.

Routes — (Blue), Richmond and Pleasant Streets via Inglis, Barrington, Pleasant, South Park and Spring Garden Road.

Green, Hotel and Depot via Granville and Hollis Streets.

Red, Richmond and Spring Garden Road via Public Gardens, South Park Street, etc.

Cream, Coburg Road, Willow Park via Public Gardens, Hollis, Granville and Agricola Streets.

FERRIES.

Charlottetown, P. E. Island.

Charlottetown to Rocky Point — Steamer Elfin leaves Charlottetown for Rocky Point at 7 a m, and 7 p m, daily. Passenger rates, 4 cents each way.

Charlottetown to Southport — Steamer Hillsboro leaves Charlottetown for Southport at 6.30 a m, and 10 p m daily. Passenger rates, 3 cents single; 5 cents return.

Charlottetown to Mount Stewart — Steamer Alameda leaves Charlottetown for Mount Stewart, touching at Haggerty's, Hickey's and Hade's wharves on East River on Saturdays, Mondays and Tuesdays at 3 p m. Fares: 12 cents, 15 cents and 20 cents each way; and also to West River Bridge, calling at McEwan's Wharf on Thursdays and Fridays at 4 p m. Fare, 12 cents each way.

Summerside, P. E. Island.

Summerside to Bedeque — Steamer Frank C Batt leaves Summerside at 7.30 a m, 10 a m, 2 p m, and 6 p m daily; returning from Bedeque half hour after above hours. Passenger rates, 7 cents each way.

TABLE No. 28.—Stations on N. B. & P. E. Island Railway.

HALIFAX TO SACKVILLE.

148	Sackville to										
150	2	Middle Sackville.									
152	4	2	Upper Sackville.								
156	8	6	4	Midgic.							
160	12	10	8	4	Brooklyn.						
166	18	16	14	10	6	Baie Verte.					
168	20	18	16	12	8	2	Port Elgin.				
172	24	22	20	16	12	6	4	Hardy's Corner.			
176	28	26	24	20	16	10	8	4	Melrose.		
179	31	29	27	23	19	13	11	7	3	Oulton Road.	
181	33	31	29	25	21	15	13	9	5	2	Lane's Quarry.
184	36	34	32	28	24	18	16	12	8	5	3 Cape Tormentine.

Connecting in winter with P. E. Island by ice boats, from Cape Tormentime to Cape Traverse, 9 miles.

N. B. & P. E. Island Railway Co.—Passenger Rates (First Class).

Sackville.											
.10	Middle Sackville.										
.15	.6	Upper Sackville.									
.25	.20	.12	Midgic.								
.40	.30	.25	.12	Brooklyn.							
.55	.50	.45	.35	.20	Baie Verte.						
.60	.55	.50	.40	.30	.6	Port Elgin.					
.75	.70	.60	.50	.40	.20	.12	Hardies.				
.85	.80	.75	.65	.50	.30	.25	.12	Melrose.			
95	.90	.85	.75	.60	.40	.35	.25	.10	Oulton Road.		
$1.00	95	.90	.80	.65	.45	.40	.30	.15	.6	Lane's Quarry.	
$1.10	$1.05	$1.00	.90	.75	.55	.50	.40	25	.15	.10	Cape Tormentine.

ST JOHN CITY RAILWAY.

Routes: North and South End, Haymarket Square and King Street East.

North and South End Cars, designated by a green square disc. Start from Indiantown via Main, Mill, Dock, Market Square, King, Charlotte, Princess, Carmarthen, Duke, Pitt, Mecklenburg, Wentworth, Brittain, Prince William, Market Square, and in reversed order to Indiantown from Market Square.

North and South End cars designated by red circular disc, from Indiantown via Main, Mill, Dock, Market Square, Prince William, St. James, Wentworth, Mecklenburg, Pitt, Duke, Charlotte, King, Market Square, thence in reversed order to Indiantown.

Haymarket Square Cars, designated by white diamond, from corner Main via Paradise Row, Wall, Winter, Stanley, City Road, Haymarket Square, Brussels, Union, Charlotte to King's Square, returning in reversed order to Haymarket Square, City Road, Wall, Paradise Row to Main.

King Street East Cars, designated by a yellow triangle, from King Square, Charlotte, South Side King Square, King Street East, Crown, Union, Sydney, North Side King Square, Charlotte to King Street. Connect with cars at Paradise Row and King Square with Haymarket Square and King Street East routes. Omnibuses connect with cars at Douglas Avenue for Fairville, at Adelaide Street for Millidgeville, and at King Square for Rural Cemetery. Transfers given at Paradise Row and King Square.

STEAMERS LEAVING THE MARITIME PORTS

(From the Principal Towns Only).

Yarmouth to Boston—Leaves Boston for Yarmouth, N S, every Monday, Tuesday, Thursday and Friday at 12 o'clock, noon, arriving at Yarmouh early on the following morning; returning will leave Baker's Wharf, Yarmouth, for Boston every Tuesday, Wednesday, Friday and Saturday evenings, after the arrival of the express train from Halifax, arriving in Boston the following forenoon. These steamers make close connections at Yarmouth for all points on the Dominion Atlantic Railway, Central Railway, Intercolonial Railway and Davison's Coach Line. Also connecting on Friday morning with a steamer for Barrington, Shelburne, Lockport, Liverpool, Lunenburg and Halifax.

Calais to Eastport via St. Andrews—Frontier Steamboat Co. (Calais Me.). "Rose Standish" and "Jeanette." Leaves Calais, Me , daily (Sundays excepted) at 7.30 a m. Calling at Robinson, 15 miles, single rates, 50 cents; return, 75 cents; St. Andrews, 17 miles, single rates, 50 cents; return, 75 cents; Eastport, 30 miles, single rates, 75 cents; return, $1.00. Connecting with International Steamship Company's steamers for St. John, Portland and Boston.

Charlottetown to Summerside, 60 miles—Fare, $1.50; return, $2.50; to Pictou, 50 miles, fare, $2.00; return, $3.00; to Pointe du Chene, 40 miles, fare, $1.50; return, $2.25; daily, Charlottetown to Summerside, Mondays; return Saturday nights.

Chatham to Newcastle and Nelson—Steamer Nelson stops at Douglastown, single fare, 10 cents; return, 15 cents; Bushville, single fare, 10 cents; return, 15 cents; Kerr's Mills, single fare, 15 cents; return, 20 cents; Newcastle, single fare, 20 cents; return, 30 cents; Nelson, single fare, 20 cents; return, 30 cents. Leaves Chatham daily 7 a m, 9 a m, 11 a m, 2 p m, 5 p m and 7 p m. Time of departure subject to change.

Dalhousie to Gaspe—Baie des Chaleurs route: North American Transportation Co., Ltd. Head offices, 40 Dalhousie Street, Quebec. Steamship Admiral connecting with express trains of the Intercolonial Railway from Halifax, N S, St John, N B, and Levis. Leaves Dalhousie every Wednesday and Saturday at 3 a m for Gaspe and intermediate ports, viz. Calling at Carleton, 11½ miles, first class, 75 cents; second class, 50 cents; Maria, 21½ miles, first class, $1.00; second class, 60 cents; New Richmond, 28½ miles, first class, $1.25; second class, 75 cents; Bonaventure, 50 miles, first class, $2.00; second class, 90 cents; New Carlisle, 62 miles, first class, $2.25; second class, $1.00; Paspebiac, 65 miles, first class, $2.50; second class, $1.00; Port Daniel, 86 miles, first class, $2.75; second class, $1.25; Lance-aux-Gascon, first class, $2.75; second class, $1 25; Newport, 100 miles, first class, $2.75; second class, $1.25; Pabos, 108 miles, first class, $3.00; second class, $1.25; Grand River, 113 miles, first class, $3.00; second class, $1.50; Cape Cove, 123 miles, first class, $3.00; second class, $1.50; Perce, 130 miles, first class, $3.25; second class, $1.50; Point St Peter, 139 miles, first class, $3.50; second class, $1.50; Douglastown, 154 miles, first class, $3.50; second class, $1.50; Gaspe, 160 miles, first class, $3.50; second class, $1.50. Fare, single, $3.50; return, $6.00. Return, makes connections at Dalhousie with Intercolonial Railway trains for all points east and west.

Passenger Ferries run between Dorchester, Hopewell Cape, Hillsboro and Harvey, in Albert County. Leaves Dorchester daily, and as often as passengers may require. Fare, 50 cents each way.

Halifax to Bridgewater—Steamship Bridgewater leaves Halifax Wednesdays and Saturdays at 8 a m; returns, Bridgewater to Halifax, Mondays and Thursdays at 9 a m. Fare, $2.00; return, $3.00. Stops at Getson's Cove and Conqueral Bank on the Lahave River.

Halifax to Liverpool via coach from Bridgewater. Fare, $3.50; return, $6.00.

Halifax to Lunenburg and Mahone Bay via N. S. Central Railroad. Fare, $2.00.

Halifax to New Germany, Springfield and Middleton. Fare, $2.50; connecting at Bridgewater with Central Railroad and Stage Line to Liverpool, Lockport, Shelburne, Barrington and Yarmouth.

Halifax to Jamaica—Pickford & Black's Steamship Lines; Jamaica route. Sailings on the 15th of every month from Halifax, N. S., to Bermuda, Turk's Island, Jamaica. Excellent accommodation amidships for passengers. Spring mattresses, electric bells. Rates of passage: To Bermuda, first

class, $30.00; first class return, $50.00; second class, $20.00; second class return, $35.00. To Turk's Island, first class, $50.00; first class return, $90 00; second class, $35.00; second class return, $60.00. To Jamaica, first class, $50.00; first class return, $90.00; second class, $35.00; second class return, $60.00. Above rates include stateroom berth and meals.

Halifax to Charlottetown, Etc—Pickford & Black's Steamship Lines Steamship "Fastnet" will sail weekly from May 1st, to December, 31st, for Spry Bay, Sheet Harbor, Salmon River, Isaacs Harbor, Canso, Arichat, Port Hawkesbury, Souris, Charlottetown and Summerside. Steamship "Harlow" will sail fortnightly from May 1st, to December 31st, for St. Peters, Grand Narrows, Baddeck, North Sydney, Sydney, Ingonish, Neils Harbor, Asper Bay in Cape Breton; and monthly for Channel, Codroy, Bay St. George, Bay of Islands, Bonne Bay, Lapoile, Burgeo, Rose Blanche, Harbor Breton, St. Jacques, Balloram, Grand Bank, Fortune, Burin and Placentia in Newfoundland.

Halifax to Demerara—Pickford & Black's Steamship Lines. Windward Island Route. Steamship "Taymouth Caatle" and S. S. "Duart Castle," 2000 tons each, classed 100 A1 at Lloyds, carrying Royal Mail. Sailings every four weeks from St. John and Halifax to Demerara, calling at Bermuda, Trinidad, Dominica, St. Croix, Martinique, St. Kitts, St. Lucia, Antigua and Barbados. Returning via same ports to St. John, N. B., leaving Demerara every fourth Saturday. Rates of passage. To Bermuda, first class, $30.00; first class return, $50.00. To St. Croix, St. Kitts, Antigua, Dominica, Martinique and St. Lucia, first class, $50.00; first class return, $90.00. To Trinidad, first class, $60.00; first class return, $100.00. To Demerara, first class, $70.00; first class return, $110.00. All these rates include stateroom berths and meals. These steamers usually stop a few hours at each of the Islands, thus affording passengers an opportunity of landing to enjoy the beauties of trophical vegetation, etc., ect.

Newcastle to Escuminac—Steamship "Miramichi" leaves Newcastle at 7.45 a m on Mondays, Wednesdays and Fridays. Stops at Chatham, Loggieville, Oak Point and Escuminac; returning, calls at Neguac, Church Point, Loggieville and Chatham. Also on Tuesdays, Thursdays and Saturdays, leaves Newcastle, calling at Chatham, Loggieville, Oak Point, Bay du Vin, Church Point, Neguac, and returning. Chatham to Loggieville, single fare, 20 cents; return, 30 cents; Chatham to Oak Point, single fare, 25 cents; return, 40 cents; Chatham to other points, single fare, 50 cents; return, 75 cents; Newcastle to Chatham, single fare, 20 cents; return, 25 cents.

Pictou to Montreal and Quebec—Quebec Steamship Company leaves Pictou, N. S., every alternate Mondays at 1 p m. Stops at Father Point, Gaspe, Mal Bay, Perce, Summerside and Charlottetown.

Pictou to Magdalen Islands, P. E. Island and Cape Breton—Steamship St. Olaf, P. T. Le Marstre, master. Leaves Pictou Mondays (during season of navigation). Stops at Georgetown and Souris, P. E. I. Cape Breton Route, leaves Pictou Wednesday night for Cheticamp, C. B. Stops at Port Hood, Mabou Mouth, Morgaree and Pleasant Bay, C. B. Steamer Olaf, once a week. Pictou to Georgetown, single, $1.70; return, $3.00; Souris, single, $2.50; return, $4.25; Magdalen Islands, single, $4 00; return, $7.20; Port Hood, C. B., single, $2.00; return, $3.60; Morgaree, C. B., single, $3.00; return, $5.40; Chetacamp, C. B , single, $3.50; return, $6.30. Steamship Stanley, leaves P. E. I. daily, Georgetown, three times weekly.

Saint Andrews to Eastport—Stops at Robinson and Calais, connecting at Eastport with the International Steamship Company's steamers.

Saint Andrews to Grand Manan—Grand Manan Steamboat Co. Steamer Flushing leaves Grand Manan Mondays at 8 a m, St. John (Turnbull's Wharf) on Tuesday at 9.30 a m for Grand Manan via Eastport and Campobello; leaves Grand Manan Wednesdays at 8 a m for St. Stephen via Campobello. Eastport and St. Andrews; leaves St. Stephen Thursdays at 7 a m for Grand Manan via St. Andrews, Eastport and Campobello; leaves Grand Manan Saturdays at 7 a m for Eastport via Campobello. Returning, will leave Eastport at 1 p m for Grand Manan via Campobello. The above is local time. Single fares, $2.00; return, $3.00 to and from St Stephen.

Saint John to London, via Halifax, N S—Furness Line Steamships touches at Halifax coming and going. Steamers St. John City, Halifax City and Damara. Fares, single, $55.00; return, $100.00, Limited accommodation for saloon passengers.

Saint John, N. B., to Digby, N. S—Dominion Atlantic Railway. Steamship Prince Rupert will, until about June 1st, leave St. John on Mondays Wednesdays, Fridays and Saturdays at 8 a m standard. After June 1st daily trips. Fare, $1.50; return, $2.50. Connecting with trains at Digby for Halifax, Windsor, Kentville, Yarmouth and Yarmouth Steamship Company for Boston.

Saint John to Grand Manan — Steamer Flushing connects with St Stephen and Eastport. Leaves St John Wednesday morning at 7 a m; arrives at St John Monday afternoon about 3.30 p m.

Saint John to Salmon River, Queen's Co., and intermediate points — Grand Lake Steamship Co. Steamer May Queen, Capt. Brannen, leaves her wharf at Indiantown, St. John, at 8 a m, local time, on Wednesdays and Saturdays; returning on Mondays and Thursdays. Fare to Salmon River, $1.25. On Saturdays excursion tickets are issued at one fare to any point, and return on following Monday free. No return fare for less than 40 cents.

St John to Fredericton and Woodstock — Leaves 5.30 a m, returning, will leave Woodstock on alternate days at 7.30 a m. Cheap excursion tickets, good to return on day of issue will be issued to Brown's, Oak Point and John O. Vanwart's, and to intermediate stops. Daily, leaves St John at 8 a m on up trip to Fredericton, returning by steamer on down trip from Fredericton, arriving at St John about 1.30 p m. On Wednesdays and Saturdays will go to the above named wharves for special benefit of ladies, children, invalids, and those to spend but one day from the city.

St. John to Fredericton, N. B — Steamer Springfield leaves Indiantown every Tuesday, Thursday and Saturday at 11.30 a m; returning, alternate days, arriving in St John at 1 p m. Run on eastern standard time.

St. John to Fredericton — Star Line Steamship Co Steamers David Weston and Victoria, connecting with steamer Aberdeen for Woodstock, and with trains of the Canadian Pacific Railway for and from Woodstock, Aroostook, Grand Falls, Edmundston, etc., with Canada Eastern Railway for Doaktown, Chatham, etc. Leaves St John (North End) for Fredericton, Gibson and intermediate landings every morning (Sundays excepted) at 8 o'clock, and will leave Fredericton for St John and intermediate landings every morning (Sundays excepted) at 8 o'clock, due at St John at 1.30 p m.

St. John to Gagetown on Saturdays at one fare; good to return free on Monday following. No return tickets less than 40 cents; fare, $1.00. Daily service about July 1st, to and from Gagetown. Steamer Olivette leaves St John every afternoon (Sunday excepted) at 2.30 o'clock for Gagetown and intermediate landings; returning, leaves Gagetown every morning (Sunday excepted), arriving in Saint John at 9.30 o'clock. On Saturdays leaves St John at 5.30 p m. Fare to Gagetown and return, $1.00; fare to Hampstead and return, 50 cents; fare to Oak Point and return, 40 cents.

St. John to Washademoak Lake — Steamer Star leaves Indiantown every Tuesday, Thursday and Saturday at 9.30 a m for Cole's Island; returning alternate days, arriving at 1 p m.

Fredericton to Woodstock — Steamer Aberdeen (while navigation permits) will leave Fredericton for Woodstock and intermediate landings every Tuesday, Thursday and Saturday.

St. John to Hampstead — Steamer Hampstead leaves daily at 4 p m, making stoppages at any place needed, due at 11 a m daily. Excursions on Saturdays to return on Monday at one fare. Fare, 50 cents to Hampstead.

St. John to Clifton — Steamer Clifton leaves Indiantown Tuesdays, Wednesdays, and Thursdays at 8.30 a m. and on Saturdays at 3 24 p m. Stops at Moss Glenn, single rates, 25 cents; return, 50 cents; Clifton, single rates, 25 cents; return, 50 cents; Willows, single rates, 25 cents; return, 50 cents; Hampton, single rates, 40 cents; return 50 cents. Returning, leaves Hampton on Monday at 5 a m, and Saturdays at 5 a m; also on Tuesdays, Wednesdays, and Thursdays at 2 56 p m. Fare for whole trip, single, 40 cents; return, 50 cents.

St. John to Spencer's Island, Parrsboro Pier, Kingsport, Hantsport, and Windsor, N S. Steamer Hiawatha leaves St John, Thursday, at 6 p m, local. Freight till 5 p m, local. Stops at Maitland alternate Thursdays. Fare, $2.75; return, $4.50.

St. John to Springfield, N. B — Steamer Springfied leaves Indiantown every Tuesday, Thursday and Saturday at 11.30; returning alternate days, arriving in St. John at 1 p m. Run on Eastern Standard time.

St. John to Yarmouth — Steamer Alpha, two trips a week. Leaves every Tuesday and Friday at 5 p m, local. Returning, leaves Yarmouth on Monday and Thursday at 3 p m. Rates reasonable.

St. John to Westport, Weymouth, Meteghan, Church Point, Belleveau Cove, and other St Mary's Bay ports. Leaves every Saturday at 4 p m.

St. John to Boston — International Steamship Co. Steamers, St Croix, Cumberland, State of Maine. Sailings to end of May, two trips; June 1st to July 5th, three trips; to September 20th daily;

November 1st to December 2nd, three trips; December 2nd to March 15th, one trip. Stopping at Eastport, fare, $1.25; return, $2.00; Calais, fare, $1.30; return, $2.25; Lubec, fare, same as to Eastport; Portland, fare, $4.50; return, $8.00; Boston, fare, $5 00; return, $9.00.

St. Stephen to Eastport — Steamer Arbutus leaves Lord's Cove Mondays and Wednesdays at 8 a m for St Stephen. Calling at Leonardville, Wilson's Beach, Welshpool, Eastport, Indian Islands, Fair Haven, St Andrews, and St Stephen. Leaves St Stephen on return every Tuesday and Thursday at 8 a m, local time. Dear Island to Eastport, single rates, 25 cents; return, 40 cents; Dear Island to St Andrews, single rates, 50 cents; return, 75 cents; Dear Island to St Stephen, single rates, 75 cents; return, $1.00; St Andrews to St Stephen, single rates, 50 cents; return, 75 cents; Eastport to St Andrews, single rates, 50 cents; return, 75 cents; Eastport to St Stephen, single rates, 75 cents; return, $1.00; connecting with boat from Grand Manan on Mondays for St Stephen, changing at Eastport.

Sydney to Mulgrave — Bras D'or Steam Navagation Co. Stops at North Sydney, New Campbellton, Big Bras D'or, Boulardarie, Baddeck, Grand Narrows, Saint Peters, Grandeque, Port Hawkesbury, Mulgrave, Little Narrows, Whycocomagh.

Sydney to North Sydney — Stops at International and Victoria Piers. Fare, 15 cents; return, 25 cents.

Yarmouth to Barrington — Yarmouth & Shelburne Steamship Co., ltd. Steamship La Tour leaves Yarmouth in summer every Tuesday and Friday at 8 a m (or after the arrival of the Yarmouth Steamship Company's boats from Boston), touching at Pubnico, Wood's Harbor, Clark's Harbor, and Barrington every trip, and once a week extends her trips to Port La Tour, Port Clyde and North East Harbor. Returning, leaves Barrington every Wednesday and Saturday morning. Fare from Yarmouth to Barrington, $1.50; return tickets, $2 50.

Yarmouth to Westport — The Insular Steamship Co., ltd. Steamer Westport leaves Westport at 5 a m, twice per week. Stops at Freeport, single rates, ——; return, ——; Turston, single rates, 50 cents; return, $1.00; Mink Cove, single rates, 80 cents; return, $1.35; Weymouth to Yarmouth, single rates, $1.00; return, $2.00; arrives Weymouth and Yarmouth, connecting with Dominion Atlantic Railway and Yarmouth Steamship Co. Returning same days, Weymouth according to tide; Yarmouth at 2 p m.

Yarmouth to Shelburne — Yarmouth and Shelburne Steamship Co., ltd. The Steamship La Tour leaves Yarmouth on Tuesdays and Fridays at 8 o'clock a m; also in summer after arrival of Boston boats. Stops at Pubnico, fare, $1.00; return, $1.50; Wood's Harbor, fare, $1.25; return, $2 00; Clarke's Harbor, fare, $1.50; return, $2.50; Barrington, fare, $1.50; return, $2.50; Port La Tour, fare, $1.75; return, $3.00; Port Clyde, fare, $2 00; return, $3.50; North East Harbor, fare, $2.00; return, $3.50; Shelburne, fare, ——; return, ——.

Yarmouth to Westport — Insular Steamship Co., ltd. Steamship Westport leaves Yarmouth every Wednesday and Saturday at 2 p m for Westport via Metaghan and Freeport, touching at St. Mary's when required. Leaves Westport on Tuesdays and Fridays at 6 a m for Weymouth via Freeport and Tiverton, and every Wednesday and Saturday at 5 a m for Yarmouth via Freeport and Metaghan, touching at Cape St. Mary's when required. Leaves Weymouth every Tuesday and Friday for Westport via Tiverton and Freeport. Time of departure depended on tide.

Montreal to Quebec, Etc — Steamship Campana, of Quebec Steamship Co, leaves Montreal every second Monday, calling at Quebec, Farther Point, Perce, Gaspe, Summerside, Charlottetown and Pictou. Returning, leaves Pictou on Monday following, calling at same places on upward trip. First-class fare, including meals and berth, $25.50. Montreal to Charlottetown subject to change.

Halifax to Charlottetown — Steamship Fastnet leaves Halifax every Tuesday at 6 o'clock p m for Charlottetown and Summerside, calling at intermediate ports, and sailing from Charlottetown every Friday at noon. Tickets, $4.00 to Halifax; intermediate ports, $3.50.

Boston to Charlottetown, Etc — Steamship Halifax of Canada Atlantic and Plant Line, sails from Boston every Tuesday at noon, calling at Halifax and Port Hawkesbury, arriving at Charlottetown Thursday evening, and sailing on return every Friday at 1 o'clock. Single fare, $10.00; return, $18.00.

Halifax to Liverpool, G B — Allan Line. Steamers of this line run between Halifax, N S, and Liverpool, G B, weekly in winter, and fortnightly in summer, the latter calling at St John's, Newfoundland. Cunard & Co, agents.

Halifax to Liverpool, G B—Dominion Line. Steamers of this line run, in conjunction with those of the Allan Line, weekly between Halifax and Liverpool, G B in winter. A G Jones & Co, agents.

Halifax to London—Furness Line. Direct service from Halifax to London and Hamburg. Furness, Withy & Co, agents, Halifax.

Halifax to Liverpool, G B—Canada and Newfoundland Steamship Co. Steamers Barcelona and Ulunda make regular trips between Halifax and Liverpool, G B, calling each way at St John's, Newfoundland. James Hall, manager.

Halifax to New York and St John's, Nfld—Red Cross Line. Steamers Portia and Silvia of this line make regular trips between New York, Halifax and St John's, Newfoundland. F D Corbett & Co, agents.

Halifax to Boston—Canada Atlantic and Plant Co. The Steamers Halifax and Olivette run between Halifax and Boston, semi-weekly in summer, and weekly during the rest of the year. H L Chipman, agent.

Halifax, Jamaica, and Turk's Island, via Bermuda—The Steamers Beta or Alpha leaves Halifax the 15th of every month. Pickford & Black, agents.

Halifax to Demerara via Bermuda and West India (Windward) Islands—The Steamers Duart Castle and Taymouth Castle leave Halifax once every four weeks. Pickford & Black, agents.

Halifax to South and West Coast of Newfoundland—The Steamer Harlaw makes fortnightly trips between Halifax and ports on the South and West Coast of Newfoundland, calling at Cape Breton Ports. Pickford & Black, agents.

Halifax to St. Pierre et Miquelon—The mail steamer Pro Patria runs fortnightly between Halifax and St Pierre et Miquelon, calling at North Sydney, leaving Halifax every alternate Monday, except during the months of January, February, March and April, when she awaits the arrival of the English mails. Cunningham & Curren, agents.

Halifax to Yarmouth—The steamer City of St John runs weekly from Halifax to Yarmouth, touching at Lunenburg Liverpool, Shelburne, Lockeport and Barrington. Connects at Yarmouth with mail steamers for St John and Boston. Pickford & Black, agents.

Halifax to Lunenburg—The steamer Lunenburg runs twice a week each way between Halifax and Lunenburg, calling at Chester. Black Bros. & Co, agents.

Halifax to Bridgewater—The steamer Bridgewater makes semi-weekly trips between Halifax and Bridgewater, calling at Getson's Cove and Conquerall Bank. Jos Wood, agent.

Halifax to Charlottetown—The steamer Fastnet runs weekly from Halifax to Charlottetown, calling at Canso, Arichat, Port Hawkesbury and Summerside. Leaves Halifax on Tuesday evenings. Pickford & Black, agents.

Minas Basin and St. John—Steamers of this route make regular trips between Hantsport, Wolfville, Kingsport, Parrsboro Pier, Parrsboro Village, Maitland and St John, N B. Proprietors, Churchill & Sons, Hantsport.

Bras D'or Lake, Etc—Bras D'or Steam Navigation Co. The Steamers Marion, Blue Hill, and May Queen, carrying H M mails, run regularly on the Bras D'or Lake, touching at chief points in the interior of Cape Breton. J W Gorham & Co, agents.

Port Mulgrave, Canso and Arichat—The steamer John L Cann leaves Canso every morning, calling at Arichat, and connecting with express train at Port Mulgrave.

Port Mulgrave, Guysboro' and Port Hood—The steamer Westport leaves Port Mulgrave for Guysboro' on Monday, Tuesday and Thursday, and for Port Hood on Wednesday, Friday and Saturday.

Port Mulgrave, Arichat, Canso, Guysboro', Port Hood and Mabou—The steamer Rimouski leaves Port Mulgrave for Canso, via Arichat, on Mondays and Fridays, for Guysboro' on Wednesday and Saturdays, and for Port Hood on Tuesdays and Thursdays after arrival of mail train from New Glasgow, and returns in time to connect with morning trains for New Glasgow on following mornings. Roderick McDonald, Proprietor, Halifax.

Pictou to Magdalen Islands, Prince Edward Island and Cape Breton—The steamer St Olaf, carrying Her Majesty's mails, is appointed to leave Pictou, N S, every Monday (during season of navigation) after arrival of morning express from Halifax, for Magdalen Islands, calling both going and returning at Georgetow and Souris, P E Island. (Cape Breton Route), is appointed to leave Pictou, N S, every

Wednesday night, after arrival of last trains from Halifax and St John, N B, for Cheticamp, C B, calling at Port Hood, Mabou Mouth, Margaree and Pleasant Bay, C B, and way ports as passengers and freight may offer, weather permitting. F. Wyatt Fraser, Pictou, N S, agent.

Charlottetown to Summerside and Point du Chene — Charlottetown Steam Navagation Co, ltd. The steamers Northumberland and Princess leaves as below every day (Sunday excepted). From Point du Chene (on arrival of day train from St John) for Summerside, connecting there with express train for Charlottetown. Passenger rates, $1.50 single; $2 25 return. From Summerside (on arrival of morning train from Charlottetown) for Point du Chene, connecting with day train for St John. Passenger rates, $1.50 single; $2.25 return. These rates do not include meals and berths. Connections at Moncton with train for Canada and St John, and with steamers of International Line and Railways for United States and Canada. From Pictou (on arrival of day train from Halifax) for Charlottetown. From Charlottetown at six a m for Pictou, connecting there with day train for Halifax. Passenger rates, Summerside to Pictou and *vise versa*, single, $2.00; return, $3.00. Through tickets to be had at Grand Trunk, Canadian Pacific and Intercolonial Railways, and on the company's steamers and connecting lines in the United States.

Montreal to Charlottetown — The Steamers Bonavista and Coban of the Black Diamond Line run regularly, during season, from Montreal to Charlottetown, North Sydney and St John's, Nfld., thence back to Sydney and direct to Montreal. Passenger rates, round trip, from Montreal, $50.00; Montreal to P E I, $18.00; Charlottetown to St John's Nfld, $14.00; return, $24.00.

Charlottetown to Orwell, Etc — Inland Steam Navigation Co, Ltd. The Steamship Jacques Cartier, leaves Charlottetown on Tuesdays, Wednesdays and Thursdays at 3 p m for Orwell and Bernon River Bridge (22 miles), and touching at intermediate points, returning same days. Passenger rates, 30 cents; returning, leaves Charlottetown for Crapaud (30 miles), making two trips, and returning in the evening.

Montreal to St. John's, Nfld — Steamships Polino, Acadian, Greetlands and Tiber. Regular sailings from Montreal to St John's, Nfld, calling at Summerside, Charlottetown, North and South Sydney. Passenger rates very low.

Charlottetown to Pictou — The Dominion Steamer Stanley runs during winter months, commencing about December until about 1st of May, between Charlottetown and Pictou, daily if possible, and also between Pictou and Georgetown, daily if possible until opening of navigation, when she goes on fishery commission. Passenger rates, Charlottetown to Pictou, single fare, $2.00; return, $3.00; Pictou to Georgetown, single fare, $2.00; return, $3.00. Meals and berths not included.

Georgetown to Montague — Steamship Electric leaves Georgetown on Monday for Montague, thence Pictou, calling at Lower Montague and Beach Point; Tuesday, return from Pictou, calling at same places; Wednesday, leaving Montague, calling at Lower Montague, Georgetown, Murray Harbor, North, Murray Harbor, South Beach, Beach Point, Charlottetown; Thursday, leaving Charlottetown at noon, calls at Beach Point, reaching Georgetown at night; Friday, leaves Georgetown for Lower Montague, Montague, thence to Murray Harbor, North, Murray Harbor, South, Murray River, Beach Point, Pictou; Saturday, return, calling at Beach Point only, and stops at Georgetown over Sunday. (Supplement), goes to Annandale and Newport once a fortnight, say Monday (June) and fortnightly after when weather suits.

Montreal to Quebec, Etc — Steamship Campana, of Quebec Steamship Co, leaves Montreal every second Monday, calling at Quebec, Farther Point, Perce, Gaspe, Summerside, Charlottetown and Pictou. Returning, leaves Pictou on Monday following, calling at same places on upward trip. First-class fare, including meals and berth, $25.50. Montreal to Charlottetown subject to change.

Halifax to Charlottetown — Steamship Fastnet leaves Halifax every Tuesday at 6 o'clock p m for Charlottetown and Summerside, calling at intermediate ports, and sailing from Charlottetown every Friday at noon. Tickets, $4.00 to Halifax; intermediate ports, $3.50.

Boston to Charlottetown, Etc — Steamship Halifax of Canada Atlantic and Plant Line, sails from Boston every Tuesday at noon, calling at Halifax and Port Hawkesbury, arriving at Charlottetown Thursday evening, and sailing on return every Friday at 1 o'clock. Single fare, $10.00; return, $18.00.

Nova Scotia Newspapers.

Acadian, Wolfville, weekly, $1.00 per year.
Acadian Recorder, Halifax, Blackadar Bros., daily $5.00, tri-weekly $2.50.
Advance, Hantsport, H. G. Harris, manager, printed in Kentville, weekly, 50 cents per year.
Advance, Liverpool.
ADVERTIZER, KENTVILLE,
H. G. Harris, weekly, $1.00 per year.
ADVOCATE, THE PICTOU,
John D. Macdonald, weekly, $1.00 per year.
Advocate, Sydney, The Advocate Publishing Co., weekly, $1.00 per year.
Amherst Gazette, Amherst, Claude de L. Black, weekly, 50 cents per year.
ANNAPOLIS SPECTATOR, Annapolis,
R. C. Hamilton & Co., weekly, $1.00 per year.
Argus, Lunenburg.
Atlantic, Dartmouth, H. S. Congdon, weekly, $1.00 per year.
Budget, Shelburne.
Bulletin, Port Hawkesbury, J. J. Williams, weekly, $1.00 per year.
Casket, The Antigonish, M. Donovan, weekly, $1.00 per year.
Chronicle, The Morning, Halifax, Executors of Chas. Annand, daily, $5.00 per year.
Colchester Sun, The Truro, W. B. Alley, weekly, $2.00 per year.
Colonial Standard, Pictou.
Colliery Guardian and Critic, Halifax.
County, The News, Hillsboro, A. Brewster, weekly, 75 cents per year.
Courier Digby, R. S. McCormack, weekly, $1.00 per year.
Dalhousie Gazette, Halifax.
Eastern Chronicle, New Glasgow, S. M. MacKenzie, weekly, $1.00 per year.
Eastern Journal, Port Hawkesbury, C. B., J. C. Bourinot, weekly, $1.00 per year.
Enterprise, New Glasgow, A. P. Douglas, weekly, $1.00 per year.
Echo, The Daily, Halifax, Executors of Chas. Annand, daily, $5.00 per year.
Evening Mail, Halifax.
Forward, Organ S. of T., Windsor, W. S. Sanders, Halifax, semi-monthly, 25 cents per year.
Free Lance and Westville News, Westville, John R. Duff, weekly, $1.00 per year.
FREE PRESS, Weymouth Bridge, V. A. Landry, weekly, $1.00 per year.
GAZETTE, THE LA HAVE,
J H Hall, weekly, $1.00 per year.
Gold Hunter, Caledonia (farmers' journal), Caledonia, Queens Co., N. S., W. H. Banks, weekly $1.00 per year.
Guysboro Gazette, Guysboro.
Hants Journal, Windsor, Jas J Anslow, weekly, $1.00 per year.
Headlight, Truro.
Herald, North Sydney.
Herald, Halifax, Herald Publishing Co., J Burgoyne, manager, daily, $5.00; weekly, $1.00 per year.
Herald, Yarmouth, J M Lawson, weekly, $1.50 per year.
Island Reporter, The, Sydney, W A Richardson, weekly, $1.00 per year.

Journal of Education, Halifax, A H MacKay, Superintendent of Education.
Journal, News, Stellarton, R Drummand, weekly, $1.00 per year.
Journal, Windsor.
L'EVANGELINE, Weymouth,
V A Landry, weekly, $1.00 per year.
Leader, The Parrsboro, E Woodworth, weekly, $1.25 per year.
Lever, The Truro, Y M C A official organ, News Publishing Co, 25 cents per year.
Mail, The Evening, Halifax, Herald Publishing Co.; J Burgoine, manager, daily, $5.00 per year.
Maritime Medical News, Halifax, James Ross, M D, monthly, $1.00 per year.
Monitor, Bridgetown, M K Piper, weekly, $1.00 per year.
News, Amherst, J H Froggatt, daily, $3.00; semi-weekly, $1.00 per year.
News, Truro, News Publishing Co, daily, $3.00; weekly, 60 cents per year.
Nova Scotian, Halifax, Executors of Chas Annand, weekly, $1.00 per year.
Orchardist, Wolfville, H G Harris, manager, weekly.
Outlook, The, Middleton, F E Cox, weekly, $1.25 per year.
Presbyterian Witness, Halifax, H W Barnes, weekly, $1.50 per year.
Press, The Amherst, B E Paterson, daily, $3.00; semi-weekly, $1.00 per year.
Progress, Lunenburg.
Register, The, Berwick, John E Woodsworth, $1.00 per year.
Sentinal, Amherst.
Springhill News and Advertiser, Springhill, H A McKnight, $1.00 per year.
Telegram, Yarmouth, J M Lawson, weekly. Free to Herald subscribers.
The Bulletin, Bridgewater, C J Cragg & Co, weekly, $1.00 per year.
The Enterprise, Bridgewater, J L Oxner, weekly, $1.00 per year.
The Telephone, Bear River, S C Mulhall, weekly, 75 cents per year.
Times, Liverpool.
TIMES-GUARDIAN, Truro, Alfred C Mills, weekly, $1.00 per year.
Trades Journal, Stellarton.
Tribune, Windsor.
Wesleyan, Halifax, S F Huestis, weekly, $1.00 per year.
Westville Press, Westville.
Western Chronicle, Kentville, H P Borden, weekly, $1.00 per year.
Windsor Tribune, J A Woodworth, weekly, $1.00 per year.
Yarmouth Daily News, Yarmouth, W Saunders, daily, $3.00 per year.
Yarmouth Times, J D Rolston, Tuesdays and Fridays, $2.00 per year.
Yarmouth Light, C Carey, weekly, $1.00 per year.

New Brunswick Newspapers.

ADVANCE, THE MIRAMICHI,
Chatham, D G Smith, weekly, $1.00 per year.
Beacon, The St Andrews, R E Armstrong, weekly, $1.00 per year.
COURIER, DES PROVINCES,
Bathurst, P J Veniot, weekly, $1.00 per year.
COURIER, ST. STEPHEN,
St Croix Printing & Publishing Co, weekly, $1.00 per year.
DESPATCH, Woodstock, Appleby & Ketchum, weekly, $1.00 per year.
ENTERPRISE THE NORTHERN,
Campbellton, T. W. Brown, weekly, $1.00 per year.

Farmer, Fredericton, Angus Lipsett, weekly, $1.00 per year.
Farmer, Operative, Sussex, W D Robinson, Second Tuesday, $1.00 per year.
Gazette, St John, Gazette Publishing Co, daily, $5.00 per year.
Gazette The Royal, Fredericton, Queen's Printer, weekly, $1.00 per year.
GLEANER, Fredericton, James H Crocket, daily, $5 00 per year.
Globe, St John, Globe Publishing Co, daily, $5.00; weekly, $1.00 per year.
HERALD, THE, Fredericton, Herald Printing & Publishing Co, daily, $4.00; weekly, $1.00 per year
KINGS COUNTY NEWS,
Hampton, C. Spooner, weekly, $1.00 per year.
MAPLE LEAF, Albert,
J H Rhodes, weekly, $1.00 per year.
Messenger and Visitor, St John, Rev. S. McC Black, editor, weekly, $1 50 per year.
MONITEUR ACADIEN, LE,
Fred J. Robidoux, bi-weekly, $1.50 per year.
Orange Truth, The Moncton, The Orange Truth Publishing Co, weekly, $1.00 per year.
POST, THE SACKVILLE,
A H McCready, weekly, $1.00 per year.
Press, Woodstock, Geo L Holyoke, Tuesdays and Fridays, $1.00 per year.
Progress, St John, E S Carter, weekly, $2.00 per year.
Record, St John, Record Publishing Co, daily, $5.00 per year.
Record, Sussex, R D Robinson & Co., weekly, $1.00 per year.
REPORTER, Fredericton, Hermon H Pitts, weekly, $1.00 per year.
Review, The Richibucto, S B Patterson, weekly, $1.00 per year.
Religious Intelligencer, Fredericton, Rev J McLeod, D D, weekly, $1.50 per year.
Restigouche Telephone, Campbellton, Edgar Chandler, weekly, $1.50 per year.
Sentinel The Carleton, Woodstock, S. & J. Watts, weekly, $1.00 per year.
SUN, THE ST. JOHN,
Sun Printing Co, daily, $5.00; weekly, $1.00 per year.
Telegraph, St John, daily and weekly, James Hannay, editor, daily, $5.00; weekly, $1.00 per year.
Times, The Moncton, The Times Printing Co, daily, $4.00; weekly, $1.00 per year.
Transcript, The Moncton, John T Hawke, daily, $4 00; weekly, $1.00 per year.
UNION ADVOCATE, NEWCASTLE,
W C Anslow, weekly, $1 00 per year.
WORLD, THE CHATHAM,
J L Stewart, semi-weekly, $2.00; weekly, $1.00 per year.

Prince Edward Island Newspapers.

AGRICULTURIST, THE P. E. I., W A Brennan, weekly, $1.25 per year.
Examiner The Charlottetown, Examiner Publishing Co, daily, $4.00; weekly, $1 00 per year.
Farmer The Island, Summerside Pioneer Publishing Co., $1.00 per year.
GUARDIAN, THE CHARLOTTETOWN, Guardian Publishing Co, daily, $4.00; semi-weekly, $1.25; weekly, $1.00 per year.
HERALD, Charlottetown, J McIsaac, weekly, $1.00 per year.
JOURNAL, THE, Summerside, W A Brennan, weekly, $1.25 per year.
Patriot The, Charlottetown, Patriot Publishing Co, daily, $4 00; weekly, $1.00 per year.
Prince Edward Islander, G W Gardiner, Tuesdays and Fridays, $1.00 per year.
Pioneer The, Summerside, Pioneer Publishing Co, weekly, $1.00 per year.
WATCHMAN, THE, Charlottetown, P E I Watchman Publishing Co, weekly, $1.00 per year.

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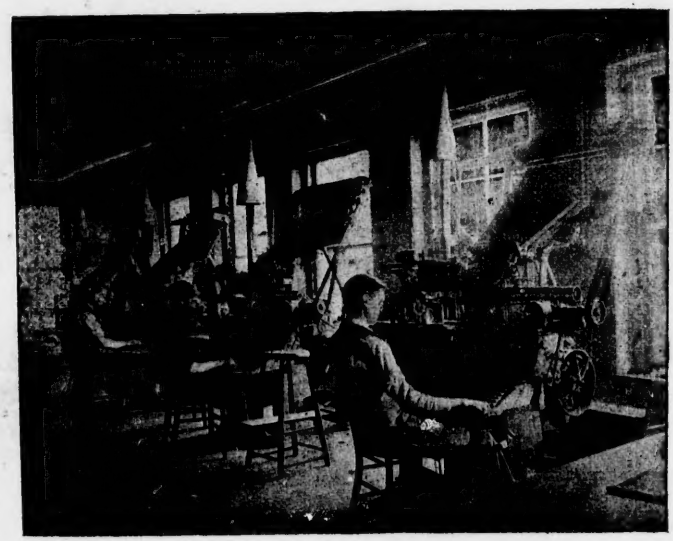

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